

THE HOTEL DRIARD  
C. A. HARRISON, Proprietor.  
American plan. European  
plan. Large well lighted com-  
mercial sample rooms located  
in the hotel. Free bus to and  
from boats and trains. A  
modern, well conducted hotel.  
The first-class hotel of Vic-  
toria, B. C.

# Victoria Daily Times.

Telephone  
Cable Complete  
When you have business with  
Vancouver, Seattle or Nanaimo  
Ask Central for  
LONG DISTANCE

VOL. 40.

VICTORIA, B. C., WEDNESDAY MAY 31, 1905.

NO. 177.

## SIGNS OF FAILING VISION

When your eyes tire in reading.  
When you frown or partly close the eyes  
when looking at an object.  
When things "swim" or become dim after  
being looked at for some time.  
When the eyes ache, smart or water; or  
when you have pain in the eyeball, orbit,  
temples or forehead.  
When you have any nervous derangement  
that you cannot otherwise account for.

All these conditions are curable by the proper glasses, such  
as we will furnish you after scientific examination.

## CHALLONER & MITCHELL



NOTHING  
BETTER



The Hudson's Bay Co., Distributing Agents

## FLOUR

Ogilvie's "Royal Household," per sack...\$1.65  
"Dixi Brand" Pastry, per sack .....\$1.40

## SUGAR

20 lb. sack Vancouver Granulated .....\$1.30

Ashley Strawberries Fresh Every Day

## Dixi H. Ross & Co.

Progressive Grocers

## REMOVAL SALE

Snaps in Wall Papers

The Melrose Co., Ltd., 78 FORT STREET

## "GROUND SHELLS"

FOR POULTRY.

Keep the hens in a good humor by feeding ground clam shells. The hens  
"must" have it.

SYLVESTER FEED CO., 87-89 Yates St., Tel. 413.

### BATHING FATALITY.

Young Man Lost His Life in Lake  
Washington.

(Associated Press.)

Seattle, May 30.—While swimming in  
Lake Washington, near the university  
boat house, George Ray Sutherland, a  
senior of the freshman class at the  
state university, was drowned last night.  
The body was recovered from the water  
immediately after the accident, but life  
was extinct. Mr. Sutherland was 22  
years of age and was the eldest son of  
George H. Sutherland, a prominent  
Wall Wall plumbing contractor.

Sutherland and two other college boys  
were swimming together when the  
drowning occurred. Evidently he was  
seized with cramps and sank twice be-  
fore his companions could reach him.

They both struggled bravely and were  
nearly drowned themselves in their ef-  
forts to save him. After coming to the  
surface for a third time he sank about  
twelve feet from the end of the wharf  
in eight feet of water.

Physicians worked over the body for  
more than two hours in an effort to  
resuscitate the drowned boy, without avail.

### DESTRUCTIVE FIRE.

Nineteen Business Houses and Two  
Dwellings Burned.

(Associated Press.)

Winnipeg, May 31.—Nineteen business  
houses and two dwellings in War Road,  
Minn., 90 miles southeast of here on the  
border, were destroyed by fire this morn-  
ing. The loss is \$200,000.

## MINISTER THANKS VICTORIOUS TOGO

### REFERS TO CAPTURE OF ADMIRAL ROJESTVENSKY

The Czar Has Received Further News  
of Battle But It Is Kept  
Secret.

(Associated Press.)

Washington, D. C., May 31.—The  
state department has received the fol-  
lowing cablegram from Tokio dated to-  
day:

"Rojestvensky's skull is fractured re-  
quiring operation, serious but not dan-  
gerous."  
"Total Japanese losses to date: three  
torpedo boats sunk; three officers killed;  
about 200 men killed and disabled."

### MINISTER'S TELEGRAM TO ADMIRAL TOGO.

Tokio, May 30.—8.30 p.m.—Admiral  
Yamamoto, minister of the navy, has  
sent the following telegram to Admiral  
Togo:

"The enemy's second and third squad-  
rons, successfully overcoming the dif-  
ficulties attending their voyage eastward,  
showed themselves to mean power; but  
your squadron intercepted them in ad-  
vance of their destination, putting them  
to confusion, destroying and capturing  
nearly all their units."  
"But your victory does not end here.  
You captured the enemy's commander-in-  
chief. It is most gratifying for our na-  
tional cause that you achieved such a  
victory."

"We send sincere congratulations and  
take occasion to praise the virtue of the  
Emperor; to thank you and those under  
you for the glorious service extending  
over many months, and to express sym-  
pathy for the killed and wounded."

### STORY OF LOSS OF THE GROMOBOI DENIED.

St. Petersburg, May 31.—1.30 p.m.—  
The admiralty denies the report tele-  
graphed to the London Daily Express  
that the cruiser Gromoboi, of the Vladiv-  
ostok squadron, had been sunk with  
nearly 800 men on board. A message  
was received from Capt. Bouskoff, her  
commander, last night, which it was be-  
lieved was sent by wireless telegraph to  
Vladivostok.

Vice-Admiral Skrydloff, who was re-  
ported to be on board the Gromoboi, is  
in St. Petersburg.

The Gromoboi sailed out of Vladiv-  
ostok on Saturday, as Admiral Ro-  
jestvensky was reported to have arrived  
in the Straits of Korea, but the admiralty  
declines to say whether the Gromoboi  
was engaged.

The admiralty had no further news to  
communicate this morning.

A report of the battle, however, has  
been received from the captain of the  
Russian transport Korea, now at Woo  
Sung, and it is also understood that the  
Emperor has received a communication  
from Japan, possibly from Rear-Admiral  
Negobato or Admiral Rojestvensky.

### MEN FROM BRITISH STEAMER AT NAGASAKI.

Nagasaki, May 31.—The captain, chief  
engineer and two seamen of the British  
steamer Odhams have arrived at Sas-  
sebo.

The Odhams, which was bound from  
Hongkong for Japan, was captured by  
the Russians on May 19th, and at first  
it was reported that the vessel captured  
was an American. The men were taken  
from the ship and taken to the Japanese  
from a Russian steamer on May 27th.

### CONTRACTS PLACED ON NEW YORK MARKET.

New York, May 31.—Contracts  
amounting to fully \$5,000,000, calling  
for the shipment with all dispatch of el-  
ectrical equipment, machines and tools  
have been placed in this market on Ja-  
panese account. The orders were mostly  
closed by the New York representatives  
of Japanese firms. The machinery is for  
installation in the principal government  
shipbuilding yards and arsenals. Be-  
cause of the inauguration of a war tax,  
ranging from 5 per cent. to 10 per cent.  
on various foreign equipments entering  
Japan after July 1st, most of the orders  
call for shipment overland to the Pacific  
coast.

### RUSSIAN PRESS CONDEMS THE BUREAUCRACY.

St. Petersburg, May 31.—The catas-  
trophe which has overtaken the Russian  
fleet has given tremendous impetus to  
the demand upon Emperor Nicholas for  
the immediate convocation of a national  
assembly without awaiting action upon  
the report of Bohdanov's receipt commis-  
sion. With the single exception of the  
reactionary Soviet, the press pours out  
indignation and wrath upon the bureau-  
cracy which is held responsible for all  
the misfortunes of the war. Only the  
Nerost and the Bourne Gazette, how-  
ever, declare that peace should be con-  
cluded. The Russ, now the widest read  
paper in Russia, says: "Those guilty of  
Russia's disaster should be overwhelmed  
with shame."

"The death of half a million of men."

the Russ continues, "and the loss of  
billions of money is the price of the  
rejection of progress and western civil-  
ization. Sebastopol struck the shackles  
from the serfs, and Port Arthur, Muk-  
den and Tsushima should free the  
Russians from the slavery of the  
bureaucracy."

The Slav, another popular paper, is  
even more bitter. It says: "Enough.  
Battered for two hundred years, the  
Russian people have been marching to  
the brink of destruction, but bandages  
are now torn from the eyes of 130,000,  
000 of Russians, and they will neither  
be led nor driven over the precipice.  
Let the people speak. The bureaucracy  
has had its day, and has crowded its  
work of national shame and humilia-  
tion. It will now suffice with those who  
have suffered in silence. From this  
moment a conversion of the people has  
become as necessary as the air we  
breathe. If the bureaucracy this time  
stands between the Emperor and the  
nation, let it beware. Let it remember  
the lessons of Russian history; the his-  
tory of the Semsky Sober of 1040."

"The Japanese are not fighting the  
Russian people, but the Russian  
bureaucracy, which has rejected with  
energy the talent of the nation for a host  
of sycophants and time-serving courtiers.  
Our only consolation at this bitter hour  
is the consciousness that it is not the  
people but the government which has  
suffered defeat. Enough."

The Snyotetichva and Nashashin, two  
constitutional papers, are equally bitter.  
"The Noovo Vremya, while mildly de-  
fending the Russian administration  
against the charge of rottenness, and  
insisting that there is plenty of patri-  
otism, as evidenced by the fact that more  
young officers volunteered to go with  
Admiral Rojestvensky than were needed,  
nevertheless joins in the cry for an im-  
mediate summoning of the people."

"Delay will be fatal," the paper adds.  
"All Russia's intelligence and all her  
ability are needed to meet the advancing  
crisis."

The Listok says: "The war has taught  
the lesson that education, self-govern-  
ment and freedom are always victorious  
over ignorance, rule and despotism."

### DRIVING BACK THE RUSSIAN OUTPOSTS.

Unshu Pass, May 30.—The outpost  
of General Kamamura's army, on the  
Japanese right flank, pushed forward,  
and coming into contact with the Rus-  
sians, drove in the outpost for a short  
distance, but the action is now sus-  
pended.

### SOLDIERS IGNORANT OF ROJESTVENSKY'S DEFEAT.

St. Petersburg, May 31.—Dispatches  
from the front say the news of Admiral  
Rojestvensky's defeat is not yet known  
to the Russian armies in Manchuria and  
that the soldiers are still hoping for  
Russian naval victory.

### THE CUP WINNER.

Schooner Atlantic, Which Finished First  
in Race Across Ocean, Arrives at  
Southampton.

(Associated Press.)

Southampton, Eng., May 31.—The  
American three-masted auxiliary schooner  
Atlantic, winner of Emperor Wil-  
liam's cup, arrived here early this morn-  
ing flying the Stars and Stripes. She  
soon attracted a crowd of admirers, to  
the quayside.

Vallhalla Sighted.

Scilly Islands, England, May 31.—The  
English yacht Vallhalla, one of the con-  
testants in the trans-Atlantic race, was  
sighted this morning 20 miles southwest  
of these islands.

Two Yachts Reported.

Liverpool, May 31.—The British  
steamer Vancouver, which arrived here  
today from Portland, Me., spoke the  
two-masted schooner yacht Endymion,  
May 25th, in lat. 45, long. 38, and the  
auxiliary three-masted schooner Rus-  
sian, on May 20th, in lat. 47, long. 31,  
both contestants in the trans-Atlantic.

The Utowana.

Plymouth, May 31.—The Deutschland,  
which arrived here to-day from New  
York, May 25th, sighted the three-masted  
schooner Utowana, one of the con-  
testants in the trans-Atlantic race, yes-  
terday 435 miles west of the Lizard.

### AGRICULTURAL CONFERENCE.

Commissions. Appointed, One Being  
Under Lord Minto, Formerly Gov-  
ernor-General of Canada.

(Associated Press.)

Rome, May 31.—The international  
conference on agriculture has appointed  
three commissions; the first to study the  
organization of international institute,  
under the chairmanship of M. Barre, the  
French ambassador to Italy; the sec-  
ond to study the object of the institute  
has in view, under the chairmanship of  
Lord Minto, one of the British dele-  
gates; and the third to consider the  
means by which the institute shall be  
supported, under the chairmanship of  
Signor Rava, the Italian minister of  
agriculture.

King Victor Emmanuel gave a dinner  
of 125 covers last night in honor of the  
delegates to the conference. The dinner  
was characterized by great cordial-  
ity. A prominent topic of conversation  
was the victory of the Japanese fleet in  
Far Eastern seas. No Russian repre-  
sentative was present. The Japanese  
minister was warmly congratulated on  
the success of his country's ships.

### SOCIAL DEMOCRATS.

Party in New York Select Ticket With  
Algermon Lee For Mayor.

New York, May 31.—A city ticket has  
been nominated by the Social Democrats,  
headed by Algermon Lee for mayor. The  
candidate came here from the West some  
years ago. The platform demands  
among other things municipal ownership  
of public utilities.

## CUSTOMS RECEIPTS FOR ELEVEN MONTHS.

### SHOW INCREASE OF MORE THAN MILLION DOLLARS

Compared With Same Time Last Year  
—Wentworth Election Case Will  
Be Heard Friday.

(Special to the Times.)

Ottawa, May 31.—The customs re-  
ceipts of the Dominion for the eleven  
months ending to-day were: \$37,825,213,  
compared with \$36,787,039 for the same  
time last year, an increase of \$1,038,173.  
The receipts for the month of May were  
\$3,165,890, an increase of \$255,700.

Election Case.

The Wentworth election case comes  
before the Supreme court on June 2nd.  
Senley, Liberal, had a majority of votes,  
but the county judge threw out one poll,  
which elected Smith, Conservative. Jus-  
tice Meredith decided to run the election  
over again. The case was appealed to  
the Supreme court.

Military Appointment.

Col. G. Watkin, of the Manchester  
Regiment, England, has been appointed  
director of operations and staff duties at  
headquarters, Ottawa.

### READY FOR VISITORS.

Mayor Williams and President Goode  
Say There Will Be Plenty of  
Accommodation.

The following letter from George H.  
Williams, mayor of Portland, Ore., and  
H. W. Goode, the president of the  
Lewis and Clark exposition, open June  
1st to October 15th, contains valuable  
information for those who may wish to  
visit the great fair:

"In view of the fact that the attend-  
ance at the Lewis and Clark centennial  
exposition promises to exceed all early  
estimates, we take pleasure in giving the  
following information concerning Port-  
land's ability to accommodate large num-  
bers of people:

"Portland is well known as a city  
where the cost of living has always been  
moderate. It draws its food supplies  
from nearby points, and there can be no  
justification for high prices. The best  
testimonial that can be paid to it is that  
it has many times in the past entertain-  
ed national conventions of considerable  
size, and has never been known to take  
advantage of its guests by increasing  
living expenses."

"In anticipation of large attendance  
at the exposition, Portland has made  
abundant preparation to care for its  
visitors. Besides the forty permanent  
hotels of the city, there have been made  
available a score or more of temporary  
hotels of substantial construction. Ac-  
commodations to suit the tastes and  
means of any person may be obtained at  
any of these hotels."

"Portland has more regular boarding  
houses and lodging houses than any  
other city of its size in the West, and  
within the past year a number of such  
houses have been built. In all parts of  
the city are cafes and restaurants of  
all grades, from the most elegant of ap-  
pointment to the cheap lunch counter. In  
general, Portland's facilities in the line  
of accommodations are such as may be  
found in any cosmopolitan city in the  
United States."

"The American inn, an immense hotel  
of substantial construction, inside the  
exposition grounds, has 587 guest rooms,  
and a capacity of 1,200 guests. The  
rates, which are graded according to the  
class of accommodations, are fixed by  
contract with the exposition com-  
pany, and cannot be exceeded."

"In addition to the public facilities  
above referred to, upward of 7,000 rooms  
in private homes have been made avail-  
able for exposition visitors. All these  
rooms are reached by electric street rail-  
way service, and the fare to the expo-  
sition grounds from any point in the city  
is five cents."

"One of the main objects of the cen-  
tenial exposition is the exploitation of the  
Pacific Coast states with a view to en-  
couraging settlement and the develop-  
ment of industry. Portland realizes that  
this purpose might be defeated if its  
guests this summer are not properly  
cared for. It has therefore provided  
ample accommodations and will make  
special pride in seeing that every visitor  
returns home with a feeling that he has  
been fairly treated."

### HONOR THE FLAG.

The Speech of Defender of Ladysmith  
at Gibraltar on Empire Day.

(Associated Press.)

London, May 31.—The text of a  
speech delivered by Sir George Stewart  
White, governor of Gibraltar, at Gibralt-  
ar on Empire Day, May 24th, has just  
been received in London.

George based his speech on a re-  
address by former ambassador  
Chichester on the subject of patriotism. The  
governor said that England was sadly  
lacking in education in regard to pa-  
triotism, compared with the United  
States, where a vast and increasing  
population enjoyed the blessings of peace  
and unequalled wealth, which meant the  
sweeps of war, and where statements  
headed by the far-seeing President  
Roosevelt, overlooked no opportunity of  
educating the children of the nation to  
honor the flag above all else.

Sir George said that England's omis-  
sion in this respect was a notable blot,  
and fraught with dangerous potential-  
ities.

### FIFTY THOUSAND A YEAR.

Salary Paul Morton Will Receive as  
President of New York Rapid  
Transit Company.

(Associated Press.)

New York, May 31.—A Washington  
dispatch to the Herald says:  
"Paul Morton is to become president  
of the Inter-Borough Rapid Transit  
Company of New York upon his retire-  
ment from secretaryship of the navy. He  
and the Belmont syndicate have sub-  
scribed to a contract by which Mr. Mor-  
ton's services are obtained for a series of  
years. It is said the salary agreed on is  
\$50,000 a year. This announcement,  
which comes from official sources, will  
put an end to the speculation which has  
connected the name of Morton with  
various corporations."

### DEFENDS ROCKEFELLER.

Baptist Minister Says Criticism is Coarse  
and Cruel.

(Associated Press.)

New York, May 31.—The recent crit-  
icism of John D. Rockefeller, growing  
out of his gift of \$100,000 to the Am-  
erican board of commissioners of for-  
eign missions, is declared in an article  
by Rev. Dr. Robert Stuart MacArthur,  
pastor of the Calvary Baptist church,  
of this city, to be published to-morrow  
in the Examiner, a Baptist publication,  
to be coarse and cruel, and perhaps crim-  
inal and to have maligned the entire Ba-  
ptist denomination. He protests against  
the "condemnation of churches by these  
cowardly and unjust attacks, declares  
that no one knows better than Mr.  
Rockefeller that he cannot buy the ap-  
proval of Baptists by his millions; that  
Baptists would advocate his expulsion  
from the church if it were proved that  
he had acquired his money dishonestly  
or by means morally or socially destruc-  
tive."

He adds that he has investigated cer-  
tain business transactions which have  
been fiercely denounced by Mr. Rocke-  
feller's critics and found them in ac-  
cordance with the highest standards of  
commercial morality. Mr. Rockefeller,  
he asserts, is worthy of confidence,  
admiration and affection, and he appeals  
for fairness of judgment for him.

### FOUR DROWNED.

(Associated Press.)

Heppner, Ore., May 31.—A cloud-  
burst at Bhea, about 12 miles south of  
here, has caused the death of Mrs. J. H.  
Nunemaker and her youngest child, and  
two children of A. R. Cox, who were  
caught by the water and drowned.

## NEGOTIATING FOR ISLAND RAILWAY

### LAND GRANT MAY BE INCLUDED IN SALE

C. P. R. Officials Are in the City To-  
day Discussing Subject With  
James Dunsinuir.

Last evening there arrived in the city  
a large party of C. P. R. officials. At  
the head of it is Wm. Whyte, second  
vice-president; A. K. Creelman, of Mon-  
trreal, the solicitor of the company; J. S.  
—ennis, of Calgary, land commissioner  
of the C. P. R.; R. Marpole and B. W.  
Greer, of Vancouver, superintendent and  
freight manager respectively of the Pa-  
cific division; E. P. Davis, of Vancouver,  
superintendent of the company on the coast.

P. Irving and C. E. Cartwright, of  
Toronto; H. J. Cardell, secretary to Mr.  
Dennis; and A. Reed and R. W. Bauer,  
of Montreal. The party are guests at  
the Driford hotel.

The object of the visit to Victoria is  
to further negotiations with James  
Dunsinuir looking to the acquisition of  
the E. & N. by the big corporation.

Vice-President Whyte was asked this  
morning for information respecting the  
negotiations. He was unable, he said,  
to make any statement relative to them  
at the present time. After a conference  
with Mr. Dunsinuir he expected that he  
might be able to say something.

Mr. Whyte was further asked if the  
C. P. R. intended to take complete con-  
trol of the line in the event of the ne-  
gotiations resulting satisfactorily with Mr.  
Dunsinuir. His reply was that the C.  
P. R. would not take over the E. & N.  
on any other conditions excepting that  
it had the complete control of it.

While the officials of neither line con-  
cerned in the deal have made a definite  
statement to the effect that the negotia-  
tions now on include not only the E. &  
N. line but also the land grant connected  
with it, it is known that this is being  
seriously considered. The acquisition of  
the land together with the road by the  
C. P. R. would clear up the question of  
taking the land by the province, placing  
it in the same position as at present.

J. S. Dennis, the land commissioner of  
the C. P. R., has been for a long time  
intimately connected with the deal, his  
connection being, it is understood, alto-  
gether due to the proposal to take over  
the land grant with the other.

Even if the negotiations of to-day re-  
sult satisfactorily the E. & N. cannot be  
taken over for a little time yet by the  
C. P. R.

Vice-President Whyte has been mak-  
ing an inspection of the lines in the  
West and will probably inspect the E.  
& N. before returning.

## MINERS WILL HOLD MEETING TO-NIGHT

### TO DISCUSS OFFER OF THE BUSINESS MEN

Carpenters at Northfield Have a Grief-  
ance—Must Work Ten Hours  
a Day.

(Special to the Times.)

Nanaimo, May 31.—As the time for  
the closing of No. 1 shaft comes at 3  
o'clock to-day, the business men, in a  
state of panic at the threatened stagna-  
tion of business, renewed their efforts to  
settle the trouble between the miners and  
the Western Fuel Company. A commit-  
tee from among the business men had  
a consultation with the miners' commit-  
tee last night and offered to provide the  
necessary transportation to Protection  
island shaft if the men would agree to  
that. An endeavor was made to have  
the company carry the men free, pro-  
vided the business men reimbursed the  
company; but to this the company would  
not agree; although they say that they  
do not care who pays for the transporta-  
tion so long as the men reach the shaft.  
The cost is estimated at \$400 a month,  
and it was decided by the business men  
to shoulder that themselves, if the miners  
will accept. The miners' committee last  
night therefore decided to call another  
mass meeting of the underground men  
for tonight at the opera house to con-  
sider the business men's offer; but  
whether it will be accepted is a problem,  
as the question of principle is involved.

But this is not the only difficulty that  
now looms up for the carpenters at  
Northfield employed in putting up the  
new pithead works here at a grievance.  
They say that the company has given  
them notice that they must work ten  
hours instead of nine, as heretofore, and  
the men are calling a meeting for to-night  
to discuss the question, a strong feeling  
being prevalent that they will refuse. If  
so that means a strike. Some seventy  
men are involved in this new trouble.

A public meeting will be held in the  
opera house on Thursday evening at  
7:30 to lay the present difficulty between  
the Western Fuel Company and the un-  
derground employees of No. 1 mine be-  
fore the public.

Manager Stockert denies the story of  
the carpenters that the company wants  
them to work ten hours.

### ANOTHER VICTORY.

California Varsity Crew Defeated Wash-  
ington and Stanford in Two-mile  
Race.

(Special to the Times.)

Seattle, May 31.—For the third time  
the California Varsity crew demon-  
strated their ability to out-general and out-row  
colleges of the Pacific coast in the two-  
mile race on Lake Washington yester-  
day, when they defeated Washington by  
ten and Stanford by eleven lengths, in  
a triangular event. Time, 13 minutes  
50 seconds.

The Washington crew excelled in out-  
board racing, but were deficient in body  
motion and time. The California crewmen  
showed the result of six months' train-  
ing in control and form. In in-board  
and out-board tactics they were nearly  
perfect.

Stanford won the freshman race, de-  
feating California by five lengths. Time,  
14 minutes.

### WILL AID STRIKERS.

New York Union Drivers Will Send  
\$1,000 Daily to Chicago Teamsters.

(Associated Press.)

New York, May 31.—The positive an-  
nouncement has been made that there  
will be no sympathetic strike in New  
York to help the Chicago teamsters. In-  
stead of quitting their jobs, the New  
York union drivers, who number 38,000,  
will be assessed five cents or \$1,900 a  
day.

No Sign of Change.  
Chicago, Ill., May 31.—After 24 hours'  
truce, occasioned by the general closing  
down of business for the Decoration day  
holiday, the teamsters resumed their  
trouble to-day, with the situation as it  
was Monday, and with no prospect for





## We Handle All Good Family Remedies

No matter what medicine, or drug, or sick room necessity, or toilet requisite, or drug store article of any kind you may desire, we invite you to come here and get it. You will receive courteous attention. You will find us exceedingly anxious to please you in every respect. We are proud of our drug store, and feel that it deserves all the trade which it receives. We invite you to come here to do all your drug store buying, and recommend us to your friends. Prescriptions and household recipes carefully and accurately compounded. Only pure drugs used.

**CAMPBELL'S PRESCRIPTION STORE**  
COR. FORT AND DOUGLAS STREETS.

## 12c Net Per KW Hour For Electric Light

You need not be afraid to use it at this price. You will find it as cheap as lamps. We will help you to wire a rented house until June 30th next

**B. C. Electric Railway Co., Ltd.**  
35 Yates Street.

## FRESH, CRISP, DELICIOUS

Smith's Swiss Sodas  
Excelsior Cream Sodas  
Ramsay's Empire Sodas

**Tin 25c**

Fresh Every Few Days

**The Saunders Grocery Co., Ltd.**  
Phone 28. Johnson Street.

## SIX RUSSIAN BATTLESHIPS SUNK

### ACCORDING TO LATEST REPORTS FROM TOKIO

#### Officers of Vessels Which Have Reached Vladivostok Tell of the Naval Battle.

Washington, May 30.—The Japanese legation to-night gave out the following cablegram from Tokio:

"Fifth report from Togo, received May 30th:

"The main force of our combined fleet, upon accepting the surrender of the remaining Russian main force on the afternoon of May 28th, as already reported, stopped pursuit, and while engaged in the disposition of the surrendered ships found in a southwestern direction the Admiral Ushakov, a coast defense ship. Thereupon the cruisers Iwate and Yamato were immediately dispatched in pursuit and invited her to surrender, but she refused and was sunk at 6 p.m. Her crew of over three hundred men were rescued.

"The cruiser Dimertri Donskoi was also found in the northwestern direction at 4 p.m., and was immediately overtaken and fired on vigorously by our fourth division and second destroyer flotilla, and the next morning was found aground on the southeastern shore of Ureung island, off the Korean coast. Our destroyer Zananami captured her on the evening of May 27th, in the south of Ureung island the Russian destroyer Riedov, wherein were found Admiral Rojstevsky and another admiral, both severely wounded, together with eighty Russians, including staff officers from the flagship Prince Suvoroff (Kniaz Souvaroff), which was sunk at 5.30 p.m. on May 27th; they were all taken prisoners.

"Our cruiser Chitose, while cruising to the northward on the morning of May 28th, found and sunk another Russian destroyer. Our cruiser Niyutaka and destroyer Murakumo, attacked also at noon on May 28th a Russian destroyer, which finally went aground.

"According to various reports hitherto received, and statements of prisoners, the result of the battle from May 27th to May 29th is as follows: Prince Suvoroff, Alexander III, Borodino, Dimertri Donskoi, I. Admiral Nachimoff, Moonouchi, Jentchun, Admiral Ushakov, one converted cruiser and two destroyers sunk. Nicholas I., Orel, Admiral Apraxine, Admiral Senavin and destroyer Bladov captured.

"According to the prisoners the Oshibashi sunk about 3 p.m., and the Navarin also was sunk.

"The cruiser Almaz, on May 27th was

observed in a disabled and sinking condition, but her final fate is yet unknown.

"The full particulars regarding the injury to our ships are not yet to hand, but so far as I could ascertain none were seriously injured, all being still engaged in operations. The whole casualties are not yet ascertained. Casualties of first division are a little over 400.

"Prince Yoritomo in excellent health. Admiral Misa slightly wounded on May 27th.

"Sixth report, received the afternoon of May 30th: 'Loss of Oshibashi and Navarin confirmed. Sissoi Yulki also definitely reported to have sunk on the morning of May 28th.'

"The official statement of the Russian losses, so far as ascertained, is the following: Six battleships sunk: Prince Suvoroff, Imperator Alexander III, Borodino, Oshibashi, Sissoi Yulki and Navarin.

#### CLAIM THEY SAW JAP VESSELS SUNK.

Vladivostok, May 30, 4.30 p.m.—The Russian protected cruiser Almaz and the torpedo boat destroyer Gronzy have arrived here. The officers of these vessels report that in the naval battle two Japanese battleships were sunk, and that two Japanese cruisers were dangerously hit with their heads down as the officers lost sight of the battle Saturday. A heavy fog then dropped and prevented their being able to see more of the result.

Up to 4 o'clock this afternoon no other vessels of the Baltic fleet had yet arrived, and the signal stations at Askold and Rimsky, Korsakov islands, reported none in sight.

Officers of the Almaz and Gronzy say that their fleets had already sustained terrible losses when the Almaz and Gronzy broke

Through the hostile lines.

"Of the Japanese, two battleships had gone down before their eyes, and two cruisers, their sterns high out of the water, seemed ready to plunge headfirst into the bottom of the sea.

"The Russian fleet, they say, was then in a sad plight. Rojstevsky's fleet, the Kniaz Souvaroff, and her sister ship, the Borodino, and the cruisers Oshibashi and Ural were utterly destroyed, and when the fog closed down and hid the scene of battle from sight, northward of the speeding vessels, a third great Russian battleship, the Alexander III, seemed in sore distress, but putting up a valiant fight against throngs of torpedo boats, and still continuing her attacks on the cruisers of the Island Empire.

Torpedo boats were also eluding around the other ships of the fleet like angry wasps, separate flotillas darting in again and again to launch their weapons.

"The Almaz, which arrived at her anchorage here Monday evening, bears scars of the battle. Her mizenmast is shot away, and one of her smokestacks is pierced by a cannon shot, but the Gronzy, though engaged for several hours in a running fight at short range, with a large Japanese destroyer, shows no signs of the fray. After her commander, Capt. Andrieffski, had been wounded, and an officer and three men had been killed, the Gronzy succeeded in sinking her opponent with a lucky placed shot and reached Vladivostok without further adventure at 11 o'clock this morning.

"The officers of the cruiser and torpedo boats in the harbor and the military officials from the fortress swarmed on board the Almaz to learn news of the fight. The story was short. According to the officers of the Almaz, the fleet under Rojstevsky met the Japanese in the Straits of Korea, near Tsu island, and the opposing forces.

Immediately Closed In.

Being lightly armored, the Almaz, as had been ordered by Admiral Rojstevsky before the battle, separated her-

self from the main fleet at the first opportunity, and headed for Vladivostok soon after the commencement of the action, but not too soon to observe that the losses on both sides in the titanic combat were great.

Early in the battle an officer of the Almaz, while watching Rojstevsky's flagship, the battleship Kniaz Souvaroff, for a signal, saw the flagship blow from stem to stern as if under a blow from a gigantic hammer, and hesitate in her course, while the waves rose high from her armored sides. Then she commenced to list and sink. The officers believe that the debut of the submarine boat as an effective agent in naval warfare, or perhaps a large mine, caused the disaster to the Kniaz Souvaroff.

The damage, however, was so extensive that the flagship soon went down, leaving the deck officers and many of the crew struggling in the waves.

One of the Russian torpedo boats, either the destroyer Bulnyor or the Bravai, ran in and picked up a number of the swimmers, one of which was recognized through a glass as Admiral Rojstevsky.

Under the cruel attack of the Japanese warships, aided by torpedo boats, mines and submarines, the Borodino, Oshibashi and Ural were placed out of action and followed the flagship to the bottom.

The fog, which had raised and lowered intermittently during the morning, now began to settle down again, and the distance of the Almaz, which had now succeeded in

Disengaging Herself

in the combat from the struggling ships, made it difficult to see clearly, but the officers are positive they saw two Japanese battleships disappear beneath the waves before their eyes, and that two Japanese cruisers appeared on the point of sinking.

The arrival of the Gronzy at 11 o'clock to-day was marked by the same scenes of excitement as those which characterized the advent of the Almaz. The correspondent of the Associated Press visited the wounded commander of the destroyer, Capt. Andrieffski, at the hospital, and the captain confirmed the details given by officers of the Almaz. He described his combat as a running fight, in which the Gronzy was engaged for several hours, finally sinking the pursuing Japanese destroyer.

#### NOTHING DEFINITE REGARDING ROJSTEVSKY.

London, May 31.—The English newspapers are still without official news, but the semi-official news from Vladivostok given in a dispatch received by the Emperor Nicholas from Gen. Linowich are completely mystified regarding the fate of Admiral Rojstevsky. The Associated Press interesting dispatch from Vladivostok shows that the report that Madame Rojstevsky had received a telegram from her husband dated Vladivostok must be placed among other similar and numerous rumors current, such as that Admiral Volkonsky had arrived at Vladivostok, that he died of cancer on May 24th, and other equally unfounded reports. It now seems practically certain that Rojstevsky is a prisoner. The Daily Telegraph's Tokio correspondent says he has it on reliable authority that Rojstevsky was wounded in the arm and surrendered.

Every successful dispatch adds to the completeness of the Russian disaster and the European press is busily casting about for an explanation of the extraordinary collapse of the fleet. There has been rumor of insubordination and mutiny on board the vessels of Rojstevsky's fleet, though nothing authentic was known concerning this.

The Daily Telegraph's Moji, Japan, correspondent says that the captain of the armored cruiser Admiral Nakimoff, and another officer were swimming about in an exhausted condition for many hours when they were rescued by some Shimonski fishermen.

#### WORSE THAN REPORTED BY THE JAPANESE.

St. Petersburg, May 31, 4.20 a.m.—The admiralty is literally stupefied at the extent of the disaster suffered by Rojstevsky's fleet. Its own advisers paint the situation in even worse colors than the Tokio dispatches.

#### REPORTED LOSS OF CRUISER GROMOBOI.

London, May 31.—The Tokio correspondent of the Daily Express reports that the cruiser Gromoboi of the Vladivostok squadron, with nearly 300 men on board, issued from Vladivostok in the hope of joining the remnant of Rojstevsky's fleet, and that it struck a Japanese mine and sunk with all hands. The correspondent says it is believed that Vice-Admiral Skrydloff was on board the Gromoboi.

#### RUSSIA CANNOT CONSIDER PEACE.

Washington, May 30.—"Until some word of peace comes out of Tsarskoe Selo, Nippon has but to fight on." This epigrammatic remark of Mr. Taft, the Japanese minister, made with the details of the victory of the Japanese before him, sets forth also the opinion of the Washington and other neutral governments represented here regarding the effect of the battle upon Russia's policy.

Whether Count Cassini, the Russian ambassador, will be the bearer of that fateful word when he sees, the President to-morrow or Thursday remains to be seen, but the ambassador tonight was more emphatic than ever in declaring that the war would go on indefinitely. While admitting that he would see the President in the next few days and have a long conference on the general situation, the ambassador strongly discouraged any hopes of an early peace.

"Perhaps after Liao Yang there was a possibility of peace," he said. "I will not say there was not an idea of peace at that time in certain quarters, but now after this crushing defeat never. The Japanese talk of indemnity. Russia can better use this money in building another fleet. Certainly this is not the time when Russia can afford to take up the question of peace."

It is this apparent determination of Russia to continue in the face of the disastrous defeats on land and sea which discourages the Washington government at this time from taking any positive steps towards offering assistance to the belligerents in coming to an understanding. It is believed here, however, that when Russia, through

# Condensed Advertisements.

Rates for insertion in THE TIMES: All classifications, except Births, Marriages and Deaths, 1 cent per word per day; six insertions for the price of four; no advertisement taken for less than 25 cents. Time rates on application.

## SITUATIONS WANTED—MALE.

Advertisements under this head a cent a word each insertion.

**KAI CHUNG & BRO.**, 128 Government St. Employment agency; servants and laborers for any work. Ring up phone 1123. Boot and shoe store.

**DON'T BOTHER** with would-be chimney sweepers. Call on Messrs. Lloyd & Co., 97 Johnson street, Tel. 674. Late sweepers to H. M. S. Naval Yard, Esquimalt. Latest appliances used; first-class job guaranteed; charges reasonable; roofs cleaned, painted and repaired.

**FOR GARDENING**—Cleaning, or in fact work of any kind, ring up the W. C. T. U. Mission, 11 Johnson street. Phone 1124.

## SITUATIONS WANTED—FEMALE.

Advertisements under this head a cent a word each insertion.

**SPECIALTY**—Dresses, children's dresses and undergarments made up at private houses. P. O. 102.

**SITUATION WANTED**—By young lady, in store or office; good references. Address Box 21, Times Office.

**EMPLOYMENT AGENCY**—90 Rae street. Reliable servants always needed. Call between 10 a.m. and 1.30 p.m. Letters promptly answered. I. Devereux.

**WANTED—MALE HELP.** Advertisements under this head a cent a word each insertion.

**WANTED**—A generally useful man to take care of a horse, cow and garden. Apply to A. J. Times Office.

**WANTED**—A waiter. Pacific Club.

**WAITER WANTED**—At the Empire Hotel, Johnson street.

## WANTED—MISCELLANEOUS.

Advertisements under this head a cent a word each insertion.

**WANTED**—To let, summer cottage at beach, for July and August; state rent, furnished or unfurnished. Apply "James," Times Office.

**WANTED**—All kinds of bicycle repairs; all work guaranteed. J. T. Braden, 29 Douglas street. Estimates given on all plumbing and heating work.

**DO YOU KNOW** of a good bicycle repair shop? If so, have them do your work. If not, call on Harris & Moore, 42 Broad street. All kinds of repairing done in the best manner, with the best materials. Phone B993.

**C. M. COOKSON**, plumber and heating. Jobbing work specialty. Estimates given on all kinds of plumbing and sewer work. Headquarters for up-to-date English washstands. Tel. 674. 97 Johnson street.

## LOST AND FOUND.

Advertisements under this head a cent a word each insertion.

**LOST**—Black monkey, with white face. Reward of \$5 for return to 9 Johnson St.

## BOARD AND ROOMS.

Advertisements under this head a cent a word each insertion.

**TO LET**—One suite of well furnished large front room, free bath and telephone. Gordon Hotel, Yates street. Phone 1018.

**FURNISHED ROOMS**—First-class table well recommended; fine brick house and grounds. 227 Johnson, corner Vancouver.

**TO LET**—Large front room, suitable for two, with or without board. Apply 84 Discovery street.

**FURNISHED ROOMS TO RENT**—With or without board. Cor. Phoenix and Toronto, James Bay.

**FURNISHED housekeeping rooms** to rent. Single or en suite. 129 Yates street, across from Dominion Hotel.

## DYEING AND CLEANING.

LADIES' SKIRTS CLEANED and pressed, from 50c. Lash, 93 View St. Phone 941.

**B. C. STEAM DYE WORKS**, 141 Yates street. Largest dyeing and cleaning establishment in the province. Country orders solicited. Tel. 390.

## PLUMBERS AND GAS FITTERS.

**A. & W. WILSON**, Plumbers and Gas Fitters, Bell Hangers and Tinsmiths; Dealers in the best descriptions of Heating and Cooking Stoves, Ranges, etc.; shipping supplied at lowest rates. Broad street, Victoria. B. C. Telephone call 129.

## UNDERTAKING.

**W. J. HANNA**, Graduate U. S. College of Embalming, New York, 102 Douglas street. Office telephone 408. Residence telephone, 611.



Of a bargain is dependable quality coupled with fair price. Here is some news about wall paper prices that ought to prove interesting to both slim and well-filled pocket-books:

Goods and Prices:

Very neat designs, from..... 5c.  
Ingrains..... 10c.  
Varnished tiles..... 30c.

**Mellor Bros., Limited,**  
Phone 812. 70 FORT ST.

her own agents, has learned the full extent of her losses, she may be approached regarding peace with some hope that overtures will be welcomed. It is such an opportunity for which the American government is watching.

## FOR SALE—MISCELLANEOUS.

Advertisements under this head a cent a word each insertion.

**MUST BE SOLD**—1 garden roller, 250 to 500 pounds, \$3 to \$5. 4 Broughton street.

**FOR SALE**—One copper boiler and galvanne battery. Apply E. B. Marlin & Co.

**FOR SALE**—Thoroughbred pointer pup, J. P. Legg, 10 Herald street.

**FOUR PRIZE PEKIN DUCKS**—Very best stock, in full profit. Hollis, Lansdowne road.

**LATE CABBAGE PLANTS**—25c. per 100, \$2 per 1,000; tomatoes, 25c. per box of one dozen plants; cauliflowers, 50c. per 100. Mt. Tolmie Nursery, Victoria, B.C.

**FOR SALE**—Steam thrasher, 1 1/2-inch portable engine, 1 28-inch cylinder, 48-inch advance separator, in first-class order. Apply to James Todd, Mt. Tolmie P. O.

**FOR SALE**—Shogun, No. 12, 415; boxing gloves, \$2.50; lady's bicycle, \$30; gent's bike, \$10.50; American Waltham watch, 17 jewels, \$12; suit case, \$2.50; alarm clock, \$1.50; Jacob Aaronson's new and second-hand store, 64 Johnson street, two doors below Government street.

**FOR SALE**—New modern story and half house, on corner lot, close to town and on car line; price moderate; terms if required. Helmsman & Co.

**FOR SALE**—Canoe. Apply Perry Mills.

**FOR SALE**—Two lots, running from Rae street to Churchway; easy terms. R. Perry Mills.

**FOR SALE**—S. h. p. steam engine, 4 h. p. engine; also furniture, tools, awnings, etc., etc., at 53 Blanchard street, corner Yates street. A. J. Silverman, mgr.

**FOR SALE**—Horses of all kinds, from \$35 up; new and second-hand buggies, carts and wagons, from \$10 up; a few first-class fresh cows. Apply Fisher's Carriage Shop, Store street.

**FOR SALE**—WAR SCRIP—South African war scrip. B. C. Land & Investment Agency, Ltd., 40 Government street.

**SWEET FRUIT**—At Jay & Co.

**FOR SALE**—First class planer and matcher, in good order, 6x15. Shawinigan Lake Lumber Co.

**HOLLY TREES FOR SALE**. Jay & Co., 15 Broad street. Phone 1024.

## TO LET.

Advertisements under this head a cent a word each insertion.

**TO LET**—Or lease, at low rent, or would suit on cash monthly payments, 6-roomed house, in good location, fitted with electric light, bath, etc.; nearly new. Key at 19 Burdette Ave.

**STORAGE** of any kind taken at the Old Church, Cor. Broad and Pandora streets; charges moderate. P. J. Bittencourt, auctioneer. Phone A904.

**TO LET**—Half store. Apply 25 Government street.

**TO LET**—Cottage on Yates street. Apply 247 Yates.

**TO LET**—Osborne House, Pandora and Blanchard streets; furnished rooms at reasonable rates, per week or per month.

## MISCELLANEOUS.

Advertisements under this head a cent a word each insertion.

**MARVELLOUS** curative powers of hypnotism. Consult Edwin Ayton, hypnotist. Science taught evenings, 178 Johnson St.

**RUPTURE**—Heard's Rupture Appliances for men, women and children; recommended by physicians everywhere. Office, 74 Yates street.

**DICKSON & HOWES**, 131 to 133 Johnson street, Grimsby Block, Victoria, manufacturers of show cases and store fixtures in hard and soft wood; designs and estimates furnished.

**ARTIFICIAL TEETH**—You don't know the comfort and pleasure in having a good fitting and natural looking set of artificial teeth unless you have them made by Dr. Hartman, 115 Government street.

**LIVERY AND HACK STABLE**—Victoria Transfer Co., 21 Broughton street, Tel. 129. Hack, baggage wagons, trucks, etc., at any hour.

**AM WING**—Fashionable tailor, ladies' and gents' clothes made to order and perfect fit guaranteed. 150 Government street.

**SING TAI**—Manufacturer and dealer in ladies' silk and cotton underwear, dresses, wrappers, etc. 74 Douglas street, Victoria.

**J. B. JAPANESE PORCELAIN** and fancy goods at Kawai Bros. Co., 85 Douglas St.

**BO. 128 OF TRADE**, Tourist Associations, etc.; should consult us when preparing guide books, advertising literature, and all kinds of illustrated folders. We group photo artistically and guarantee best results. B. C. Photo Engraving Co., 26 Broad street, Victoria.

**WHEN ANSWERING** advertisements under this heading please say that you saw this announcement in the Times.

## EDUCATIONAL.

**ITALIAN SCHOOL OF MUSIC**—Prof. E. Claudio, teacher of violin, mandolin and guitar. Special attention to beginners as well as advanced players. Conversation in English, French, Italian and modern Greek. Apply 117 Cook street.

**BROTHARD SCHOOL**—15 Broad street. Special instruction given to bookkeeping. Thorough instruction in bookkeeping, shorthand, typewriting. E. A. Macmillan, principal.

**WHEN ANSWERING** advertisements under this heading please say that you saw this announcement in the Times.

**WHEN ANSWERING** advertisements under this heading please say that you saw this announcement in the Times.

**WHEN ANSWERING** advertisements under this heading please say that you saw this announcement in the Times.

**WHEN ANSWERING** advertisements under this heading please say that you saw this announcement in the Times.

## LEE & FRASER.

Real Estate and Insurance Agents, 9 and 11 Truncheon Avenue.

**CHERRY HILL ROAD**—2 acres of good land, splendid cottage, barn, stable, fruit trees, etc., for sale, very cheap; owner leaving for England.

**LAKE DISTRICT**—25 acres, 4 chicken houses, 125 fruit trees, good 5-roomed cottage; must be sold; price \$2,750. For further particulars call at office.

**AMPHION STREET**—Splendid cottage, with all modern conveniences; price only \$1,200. If you want a good up-to-date dwelling this is one.

**STANLEY AVE. AND MILNE STREET**—One lot \$175, or 2 lots for \$325; cheapest lots on the market.

**HOWARD STREET**—Very cheap lot, price \$125; terms, \$10 down, balance \$5 per month.

**15 HARRISON STREET**—2-story six-roomed house, sewer connections and 2 lots, for \$2,200.

**SHAKESPEARE STREET**—2-story house and 2 lots; must be sold, owner leaving city; price \$1,400; this is a snap.

**LOTS FOR SALE**—in all parts of the city and on easy terms.

**HOUSES TO RENT**—See our list of vacant dwellings; we have a good list to select from.

**Money to Loan**: Fire and Life Insurance; also Choice Farm Lands.

## LEE & FRASER.

Real Estate and Insurance Agents, 9 and 11 Truncheon Avenue.

## PEMBERTON & SON.

Real Estate, Financial & Insurance Agents, 6 FORT STREET.

## FARMS FOR SALE.

Somerset, an exceedingly good farm; a considerable acreage under cultivation; a large range of pasture, very free from weeds; very prolific; good house and buildings; near school and station; reasonable price and terms.

**AN ISLAND FARM**, 77 acres, partly cleared and fenced, sea frontage; near Creamery.

**155 acres**; a large part of this acreage consists of a piece of level bottom land, some ready for the plough, the balance covered with small bush, much of which could be cut with a hook; about an hour's drive of Victoria.

**A delightful home** for a man with some means; several hundred acres, 125 cultivated, balance good sheep and cattle run; orchard; comfortable house; buildings; a splendid beach, and safe place for a salt boat.

## SWINERTON & ODDY.

102 GOVERNMENT STREET.

**2 LOTS**—On Craigflower road, \$400; for sale cheap to close out an estate.

**CHURCH**—6-roomed house and 1 lot, on Yates street, good location; only \$1,900







## The Daily Times

Published every day (except Sunday) by the  
TIMES PRINTING & PUBLISHING CO.  
LIMITED.  
JOHN NELSON,  
Managing Director.  
Offices ..... 25 Broad Street  
Reportorial Rooms ..... 45  
Business Office ..... 1000  
Daily, one month, by carrier ..... 75  
Daily, one week, by carrier ..... 25  
Twice-a-Week Times, per annum ..... \$1.00

Copy for changes of advertisements must be handed in at the office not later than 9 o'clock a. m.; if received later than that hour will be changed the following day.  
All communications intended for publication should be addressed "Editor, the Times," Victoria, B. C.

The DAILY TIMES is on sale at the following places in Victoria:  
Jones's Clear Store, Douglas Street.  
Emery's Clear Store, 23 Government St.  
Knapton's Stationery Store, 75 Yates St.  
Victoria News Co., Ltd., 80 Yates St.  
Victoria Book & Stationery Co., 81 Gov't.  
T. N. Hibben & Co., 69 Government St.  
A. Edwards, 51 Yates St.  
Campbell & Co., 101 and Trenchard Alley.  
George Marsden, cor. Yates and Gov't.  
H. W. Walker, grocer, Esquimalt road.  
W. Wilby, 91 Douglas St.  
Mrs. Crook, Victoria West post office.  
Pope Stationery Co., 119 Government St.  
T. Redding, Craigflower road, Victoria W.  
Geo. J. Cook, cor. Esquimalt Rd. & Bithet.  
J. F. McDonald, Oak Bay Junction.  
Times taken at Geo. Marsden's for delivery of Daily Times.  
The TIMES is also on sale at the following places:  
Seattle—Lowman & Benford, 616 First Ave. (opposite Pioneer Square).  
Seattle News Stand, Rialler Grand Hotel.  
Vancouver—Vancouver Hotel, Galloway & Co.  
New Westminster—J. J. McKay; H. Morey & Co.  
Kamloops—Smith Bros.  
Kamloops & White Horse—Bennett News Co.  
Bowling—H. S. Williams & W. Simpson.  
Nanaimo—E. Timbary & Co.  
White Horse, Y. T.—Bennett News Co.  
Reveries—C. D. Beattie, Red Cross Drug Store.  
Greenwood—Smith & McKee.  
Phoenix—McLure Bros. & Smith.  
Grand Forks—W. H. Irwin.  
Herald—W. A. Ingram.  
Portland, Ore.—Oregon News Co., 147 Sixth St.; McConnell & Anderson.

## CANADA, THE LAND

## OF PROMISE.

Speaker Cannon of the United States House of Representatives has been on a tour of inspection through Canada. Mr. Cannon is candid enough to admit that what he saw was impressive. He says he envies us our inheritance and would be pleased to see it incorporated as part of the republic. He did not affect to regard the Dominion with disdain as some of his countrymen, especially those of the writing profession, have done. The mind that comes to Canada in a properly receptive mood generally returns to the place from whence it came intelligently impressed with our prospects and possibilities. The mind of the average Briton is usually the most difficult to impress. It finds the conditions here so different from those to which it has been accustomed in its own well-tilled and regularly laid-out land that it cannot cast aside its prejudices. The comparative crudeness of our methods in assessing the prairies and forests and subduing them to our service naturally first attracts the attention of the novice. These are the features he writes about and warns his readers against. He has not had an opportunity to weigh results as they appear in overflowing granaries and fat pocketbooks. Occasionally a writer of penetration and discrimination finds his way West and records the facts respecting our public life and the public lands they are endeavoring to have settled and brought under cultivation. In "Canada As It Is" Mr. John Foster Fraser, a British writer, discourses entertainingly and with obvious discrimination of our people and our country. Mr. Fraser came West and gathered his data in personal intercourse with officials and in personal observation of our industries and activities. Mr. Foster says he had the pleasure of meeting the Premier of Canada. Sir Wilfrid's personality suggested to the author the "canoe, smiling courtesy of Mr. Bailett" rather than the vigorous dogmatism of Mr. Chamberlain. Telling, with a slim, virile frame, he gives you a hand that is large, warm, and generous. He looks at you with eyes soft as those of a woman, but Norman, and as blue as summer skies. The voice is gentle, silver, delightful to hear. You feel you are in the presence of the most charming man in Canada. It is later that you begin to mark other characteristics—the long, straight, tight mouth, the skin slightly yellow and scored with innumerable lines, the forehead imaginative rather than contemplative, and on either side tufts of hair tinged with the snow that never melts. He speaks pure English, but every now and then he pronounces a word, especially words with "r" in them, as a Frenchman does. He is a Frenchman—Canadian-French—in his sympathies, his speech, his courtesy.

He is a picture of the impression produced by the sight of the immensity and the prolific fertility of the prairies:  
"We of England, with our farm-lands, our hedgerows, and eight and thirty fields, cannot quickly realize the top of the world, as it looks robed in wheat, where the wheat patches are fifty, a hundred, five hundred acres without a break; these merely the width of a road track, here there is a sea of full oats rustling like tissue paper, then, wheat, and on like this, till the eye can follow no further, where there are no hedges, and the homesteads are rough stacks of log, and the stables of turf. That is the scene through hundreds of miles of the wheat belt in Canada. The immensity of it impresses you. Then comes a weary feeling at the sameness of it all—the rough huts, the boundless, unvarying seas of wheat, on and on, and still on."

The rough huts are rapidly being suc-



## C. E. REDFERN,

Established 1892. 43 GOVERNMENT ST. Telephone 118.

## Rings Rings

Take your choice of any ring in our store, and you will not regret it; they are all beautiful, and any one of them would give pleasure to the person who received it. We have ENGAGEMENT RINGS, BIRTHDAY RINGS, Wedding Rings, and Rings for all purposes at very moderate prices from \$1 up.

We have just put in stock some fine Diamond Rings set with five, three and single stones, which are worth looking at, as the prices are very low.

ceeded by substantial, comfortable houses and such comforts and conveniences as the toilers of old England never dared to dream of until they were transported to the land of plenty.

Dr. Morrison, the well known Pekin correspondent of the London Times, has been paying a visit to Korea, where he was greatly impressed by the transformation effected by the Japanese. He reports that the Japanese troops are paying liberally for everything, and that their conduct is exemplary. Civilian Japanese, he says, are pouring into the country, coming largely by families. It is estimated that 60,000 of them are there already, and they are arriving daily. There is practically an uninterrupted chain of Japanese settlements from Fusan in the south to the Yalu in the north. Railway construction shows remarkable extension. With the exception of one bridge at Anju, there is now complete railway communication from Fusan to the Yalu. The Seoul-Fusan railway, with its 270 miles of solid permanent way, is already paying working expenses, though it is not yet formally open. The Seoul-Yalu railway, 300 miles in length, has been entirely constructed by the military since April of last year, and all the trestle bridges will later be changed into permanent structures. A branch is also under construction to Masampo, while another trunk line is about to be constructed across the peninsula from Seoul to Gensan and Fusan. All the railways are of standard gauge. Simultaneously extensive reclamation of land and harbor improvements are in progress at Chemulpo and Fusan, while the work of lighthouse construction by the customs continues without interruption. Order, Dr. Morrison observes, is kept with the smallest possible display of force. A Japanese gendarme has taken the place of the worthless Korean police. "Japan now controls all the communications of Korea with the outside world. She has by agreement taken charge of the posts and telegraphs, she has secured the right to fish in the territorial waters round the whole coast of the empire, and she has obtained the opening of the inland and coast waters to the navigation of Japanese vessels."

The modest Japanese, as usual, ascribe their success to the virtues of the Mikado. The mystic ruler of this marvellous people, on his part, says not a word, but surely in his heart he must think that the courage, resource and intrepidity of his subjects played a part in pulverizing the fleet of Rojostevsky and permanently closing the doors of hope upon the despairing Russians.

The war lords of Europe, with His August Majesty Emperor William at their head, must now reluctantly admit that there is one Asiatic power that must be reckoned with in the disposition of world affairs. They must also assume that the influence of Japan will be exercised in the rekindling of the mil-

## T &amp; M

## SUNBURN LOTION

We positively guarantee this preparation to cure Sunburn, Scalds, Bruises, and any Abrasion of the Skin. It is soothing and healing and acts marvellously.

Price 25c

## Terry &amp; Marett

DOWN-TO-DATE DRUGGISTS.  
S.E. Cor. Fort and Douglas Sts.  
VICTORIA, B. C.

tary spirit which has so long lain dormant in the Orient. Whether this influence shall be exercised for or against the advancement of the Occidental standard of civilization must to a large extent depend upon the attitude of the powers. Great Britain alone has the consolation of knowing that she was not blind to the potentialities of Japan as a factor in the affairs of nations. The far-seeing wisdom of British statesmen in forming an alliance with the Japanese has been more than justified by the outcome of the present war.

"We are paying \$130,000,000 a year more in rates and taxes than we were ten years ago," was the startling statement made by Lord Albury to the London Chamber of Commerce the other week. "The local authorities," he said, "whose expenditure during the period has increased \$68,000,000, are running head over heels into debt. The outstanding loans of local authorities now amount to over \$343,000,000 while in twenty years the National expenditure has advanced from \$86,000,000 to \$176,000,000."

Even the consolation of the escape of Rojostevsky is denied the Russians. The admiral is a prisoner in the hands of the ever-victorious Japanese, and Tokio's reputation for truthfulness is again vindicated.

## THE BENNETT MOTOR RACE

Clifford Esq., Hon. C. S. Rolls and C. Bianchi Will Represent Great Britain.

(Associated Press.)

London, May 31.—In the preliminary trials, which took place on the Isle of Man yesterday, for the selection of a team to represent Great Britain in the contest for the James Gordon Bennett international motor race, Clifford Esq., Hon. Chas. S. Rolls and C. Bianchi were selected, with S. F. Edge and J. R. Hargrave as reserves.

Tokio is 100 years older than St. Petersburg.

GARDEN TOOLS  
—AND—  
LAWN MOWERS

THE HICKMAN TYE HARDWARE CO., LD.

32 and 34 Yates Street, Victoria, B. C.  
P.O. DRAWER 613. TELEPHONE 56.

## We are Headquarters

FOR

View Books and Souvenir Post Cards. We publish 136 different subjects of British Columbia Scenery in Post Cards. We have also a fine assortment of View Books of Victoria, Vancouver and Nanaimo.

## T. N. Hibben &amp; Co.

Special Display of Medium Priced Goods in Broad St. Windows. Some very Great Offerings.

DAVID SPENCER,  
LIMITED.  
WESTERN CANADA'S BIG STORE

White Muslins, Values  
50c to 75c. at 25c  
Per Yard. Second Floor



## June Sale

—OF—

## Whitewear

Various, important, interesting and profitable to our customers is the store news for the next month. Bargains are offered during the month of June that are exceptional and peculiar to this business. We have conducted a great many sales of this kind in the past and we can say that at no time have our customers had placed before them such a clean stock of medium and high-class whitewear, or at such prices as will be found displayed on tables on the second floor of the Big Store Thursday morning.



## Night Dresses

Women's Muslin Night Dresses—V front, yoke trimmed, eight rows of tucking and lace, our special at 75c. regular way at 90c. Will be sold during the sale at 55c. each.

Women's Muslin Night Dresses—High neck, muslin, trim, small and large tucks. Our special at 75c. FOR THIS SALE ..... 50c.  
Muslin Night Dresses—Double yoke sailor collar, regular value, 85c. DURING JUNE, EACH ..... 65c.



Grand Value at 75c each; Our Usual Good Quality at \$1.00.

Of Nainsook, yoke of hemstitching and embroidery, cuffs of embroidery, high neck. For the June sale, 75c. each.

At 90c

Value ..... \$1.25  
Of Madapolam, cuffs of tuck, 52 rows of tucking, low cut neck, yoke trimmed lace.

Besides the above line, we offer an exceptional bargain at 90c., all worth \$1.25 and more. Six different kinds:

One of Nainsook, with deep yoke of embroidery and silk.

One of extra-heavy muslin, with yoke trimmed embroidery and tucks.

One of soft finished Madapolam, front of embroidery, sailor collar.

One of plain but extra good quality of muslin, collar and front trimmed.

This offering at 90c. is one of the best.



## Extra Special Bargains

Besides the above we were fortunate in securing a large quantity of Sample Pieces of Whitewear among which will be found

## Some Very Exceptional Bargains

50c  
For Drawers; value 75c., \$1.00 and \$1.25.

50c  
For Corset Covers; were 75c., 85c., \$1.00 and \$1.15.

50c  
For Chemises; value 75c.

90c  
For Drawers; values to \$2.00.

90c  
For Corset Covers; were up to \$2.00.

\$2.35  
For Skirts; value \$4.75.

\$1.90  
For Drawers; values to \$4.75.

\$1.90  
For Corset Covers; were up to \$3.75.

\$1.85  
For Skirts; value \$3.00.

Over 600 Yards of Figured Muslins will be offered at this Sale  
At 25c a Yard. Value 50c, 65c and 75c per yard—Second floor for this line

## TWO VALUES IN SKIRTS WORTHY OF SPECIAL MENTION



\$1.45, regular \$2.00 to \$2.50  
\$1.90, regular \$3.50, \$3.85, \$4 and \$1.15

At \$1.45

Of soft finished muslin, with two rows of 2 1/2 inch lace insertion, also edging of lace, trimmed tucking. Others a little more elaborately trimmed, but dozens only of each number; value \$2 to \$2.50.

At \$1.90

Of nainsook and lawn, trimmed Oriental lace insertion and edging. In soft Lansdowne centre, trimmed tucking and Valenciennes lace, with deep frill of lace at bottom. One—a very effective skirt of nainsook, with two 6-inch rows of Maltese lace, with 8-inch frill of same kind of lace.

\$3.50 Skirts for \$2.65

Of fine twill, trimmed 20-inch flannel, of hand embroidered lawn.



At \$1.35

Our special in the regular way at \$1.50.

## Other Values in High-Class Skirts

\$1.65 from ..... \$2.25  
\$1.85 from ..... \$2.35  
\$1.90 from ..... \$2.75  
(A very special number.)  
\$2.35 from ..... \$3.00  
\$2.90 from ..... \$3.75  
Others at from \$3.50 to \$4.75.



## Corset Covers

At 25c

Regular, 35c.; of muslin, collar and front trimmed embroidery.

At 35c

Regular, 50c.; of muslin, trimmed tuck and lace.

Of nainsook, trimmed silk ribbon and tuck and lace.

At 50c

Regular, 75c.; of muslin, trimmed lace.

Of muslin, trimmed embroidery.

Of muslin, trimmed embroidery, lawn front.

At 55c

Regular, 75c.; a very attractive number in the regular way at 75c. each.

At 75c

Regular, \$1.00. (Six styles.)

Two with front of lace insertion.

One with V front and trimmed embroidery insertion.

One of muslin, Valenciennes lace insertion.

One of nainsook, front and back of tucking and insertion.

At 90c

Regular, \$1.25; of muslin, trimmed all-over insertion embroidery.

Of muslin, trimmed Maltese lace.

Of nainsook, trimmed 4 rows of Valenciennes lace and yoke of Valenciennes lace.

Eight Numbers to Choose From at \$1.15 Each

Some with embroidered collars and tucked yokes.

Others of all-over embroidery.

Some trimmed Valenciennes lace.

Better grade but just as good values as the lower price lines.

\$1.25 to \$1.90 each.





## QUALITY WINS

See Our Stock Of Ladies' Handbags

A Direct Shipment

PRICES 75c to \$12.00

CHILDREN'S 10c, 25c

Cyrus H. Bowes, Chemist  
98 Government St., Near Yates

## Business Property

Choice Corner Lot  
Near Post Office

\$8,000

Particulars to principals only.  
Money to Loan.  
Fire Insurance Written.  
Stores and Dwellings to Let.

P. R. Brown Co., Ltd.  
PHONE 1078. 30 BROAD ST.

The poet may sing of the old "Oaken Bucket"

And the water he drew from the moss covered well,  
But Victorians sing of a water called White Rock,  
As pure as a snow flake and clear as a bell.

To get the pure water the poet has told of,  
One must go to the well and a windlass must turn.  
No trouble at all to hear about White Rock,  
Go to Pither & Leiser its merits to learn.

Try it just once! You'll tell others about it,  
We know of its goodness, and are telling you true;  
At this holiday time you surely will need it,  
For friends are all coming to visit with you.

## FOR SALE

At Duncan, very desirable residence (new), containing 8 rooms, hall and bathroom, fitted with all modern conveniences; size lot, 60x100; splendid water laid on.

Also other residential properties in and around Victoria.  
For particulars apply to

JAS. A. DOUGLAS

Real Estate Office,  
20 BASTION ST.

## FOR ECONOMY

You Must Buy a Good

English Worsted Suit

A large and select assortment to choose from.

PEDEN'S

36 Fort St. Merchant Tailor.

OUR HALF-TONE CUTS in copper are unexcelled by the biggest Eastern firms. Send a trial order to the H. O. Photo Engraving Co., 25 Broad Street.

## HANDSOME BUNGALOW

We are offering one of the best laid out modern bungalows in the city at the present time, every modern convenience, and exceptionally good locality. Call and get particulars. If you want a charming home, this is

A SNAP

Grant & Conyers

NO. 2 VIEW STREET.

Opp. Main Entrance to Dillard Hotel.

## CITY NEWS IN BRIEF

At the banquet given by Joseph H. Choate by the ben of England upon his recent from the ambassadorship, it that G. H. Mumm & Co.'s champagne served. The banquet was one of the most brilliant and notable functions of recent times, and the exclusive use of G. H. Mumm's champagne shows the unique and distinguished position which that wine occupies among the elite of Great Britain.

## THE REMEDY

WE HAVE IT. If your blood is impure, here is the purifier:  
TEAGUE'S COMPOUND EXTRACT OF SASSAPARILLA

Has No Equal.  
B. C. DRUG STORE,  
35 Johnson St., Near Store.

J. TEAGUE.  
Lifelong Soap—disinfectant—is strongly recommended by the medical profession as a safeguard against infectious diseases.

Take in a supply of "SLAB WOOD" before the wet weather sets in. To be had at Lemon, Gossman & Co.'s mill. Telephone 77. Prompt delivery.

Fast steamers for Skagway: Steamer Jefferson, May 20th; steamer Dolphin, May 20th. The Alaska Steamship Company, 100 Government street.

Out of the many millions invested by the Mutual Life of Canada during the 35 years of its history not one dollar has ever been invested in stocks or any other kind of speculative investment. All the securities of the Mutual Life of Canada are "trustee securities"—the safest to be had. A. B. McNeill, Special Agent; R. L. Drury, Manager, 34 Broad street.

Keep Cool by having some pretty striped awnings put on your windows. We make them all sizes. Estimates cheerfully given. Smith & Champion, 100 Douglas street.

The Margherita Mandolin Club will meet at the studio of Sig. Claudio this evening, 117 Cook street. The object of the meeting is for organization purposes. The meeting will be held for all members at 8.15 o'clock. Those who have not yet made returns on behalf of the recent tuberculosis concert are requested to make returns to the secretary of the Margherita Mandolin Club to-night.

Carpets cleaned by our electric carpet cleaning machine last longer and look better than those cleaned in any other way. Price per yard for cleaning, 5 cents for laying, 5 cents. Smith & Champion.

The Fernwood Municipal Association will meet this evening in Odd Fellow's hall, Spring Ridge, when the report of the committee appointed to investigate the question of assessment will be submitted. It is hoped that there will be a large attendance, as the business to come before the meeting is of a most important character. All appeals from present taxation must be made before June 4th, as the court of revision sits on the 14th of June.

Storekeepers should try the effect of one or two preserved palms. Judiciously placed they are very pleasing to the eye and cool in appearance; need no attention, and brighten things up wonderfully. New stock just arrived, from 60 cents each up, at Weiler Bros.

## Dr. Lyon's PERFECT Tooth Powder

Cleanses and beautifies the teeth and purifies the breath. Used by people of refinement for over a quarter of a century. Very convenient for tourists.

PREPARED BY

J. W. Lyon, D.D.S.

—All kinds of upholstery and mattress repairing. Prices right. Smith & Champion.

—A summer outing on summer seas, Sunday, June 4th, V. & S. steamer Iroquois. Train leaves 9.45 a. m.

—Fine Furniture.—We have just put into stock another carload of elegant furniture in choice quartered oak. Come and look over the new styles, they will bear the closest inspection. Weiler Bros.

—A piece of old hickory furniture on your lawn would be like a picture in a suitable frame, and it would be very inviting to those needing rest. Prices from \$4 each upwards, at Weiler Bros.

—The members of the "Elifab" chorus are requested not to forget the rehearsal this evening in the First Presbyterian school room.

—At the inquest yesterday afternoon into the circumstances surrounding the death of Warden John, evidence was given that death was due to a rupture of a large vessel near the heart. The jury brought in a verdict in accordance with this.

—In the city police court this morning Etta Tuck, a colored woman, pleaded guilty to being an inmate of a bawdy house. She was sentenced by Police Magistrate Hall to \$50 fine or three months with hard labor. She took the latter. —A Chinese perjury case was again remanded.

—A union meeting of teachers and officers of the Sabbath schools of Calvary Baptist church was held last evening. There was a good attendance, and plans for the picnic were discussed. The report of the committee on transportation was received, and it was decided that the picnic be held this year at Langford Plains.

—Word comes from the north that fire broke out in the electric light station at Atlin on Monday afternoon. There was a strong wind from the south, and the whole town was threatened. The Grand hotel at the opposite end of the town and several business houses also caught from the burning embers. The situation for a time was very serious. A sudden change of wind was the salvation of the town. The electric light station, the Northern Lumber Company's mill and the steam laundry were totally destroyed. The loss is \$200,000, with no insurance.

—This evening a public meeting will be held in the Edison theatre to discuss the question of extending the work of the Johnson street mission conducted by the W. C. T. U. For some time it has been felt by those most intimately connected with this work that the quarters were too small on Johnson street, and that a change should be made. The meeting is to give all those interested an opportunity to discuss the question from all standpoints. The work being done will be fully outlined, and subscribers will understand the good work which is being done by the W. C. T. U. in this branch of labor.

—Kang Yu Wei, the leader of the Chinese reform party which is being organized in Canada, the United States and other lands of the Occident where Chinese are to be found, is in San Francisco en route to Mexico and South America to organize his countrymen in those parts of the world. It is understood he will be accompanied by his 18-year-old daughter, Kank Tung-Pih, who is a most loyal supporter of the reform movement. She has been attending school in Hartford, Conn., for several years. On several occasions she has addressed large audiences on behalf of her people, and is Yang Yu Wei has twice visited Victoria, and not only has a large following here, but made during his sojourn in the city a large circle of friends among the white people.

## THE BEHRING SEA FLEET SOON SAILS

VESSELS PREPARING TO LEAVE IN JUNE

Statement of the Agnes G. Donoghue's Case Has Been Made Out—Shipping Notes.

Sealing schooners are preparing to leave on route to Behring sea between the 15th and 20th of June. The vessels are being hauled out in turn on Tuerpel's ways and, according to present expectations, there will about the same number operated this year as were employed in the business last fall.

The season when hunting in the Behring sea is permissible does not open until August 1st, but an allowance has to be made for the time taken in securing Indian hunters on the coast, for the time occupied on the voyage and for a few days' rest at Unalaska in order that a fresh supply of water may be taken aboard before proceeding to the hunting grounds.

A number of the sealing captains have already visited the West Coast villages for the purpose of getting their native hunters and have met with fair success. But the Indians cannot always be depended on, and the vessel owners have learned by long experience that it is well to provide for possible delay in shipping their native crews.

## THE AGNES G. DONOGHUE

H. Dallas Helmcken has prepared a statement of the Agnes G. Donoghue case for transmission to the Governor-General of Canada through Lieut. Governor Sir Henri Joly de Lotbiniere. The facts as set forth in this statement have already been published, the report made by Mr. Helmcken being a mere recital of the incidents leading up to the seizure of the vessel and a request that the Imperial government press for justice in the matter.

A letter from one of the crew of the schooner says: "We are in what you might call a desperate condition. For the first two months after capture we were confined on board, but after we were allowed to go on shore at will, provided we signed a document not to leave the country, which means we are comparative strangers. I hope you understand we are on shore and during five months some of us have not earned a dollar."

## THE MARVIN'S LUCK

A press dispatch from Halifax referring to the arrival of the schooner E. B. Marvin at the Nova Scotia capital says: "Captain Anderson reports putting into Rio Grande, Do Sul, thinking to land his cargo and ship it from there to London, but when the schooner reached that port the Brazilian authorities sealed the hatch and would not allow the crew to go ashore. The schooner remained eight days, and the captain, seeing no chance of the hatches being opened, decided to leave but was refused a pilot, and was also informed that he could not go until the authorities saw fit. Captain Anderson, however, decided to leave, and when his departure was discovered a revenue vessel gave chase. The schooner touched the bar, but managed to slip over, and was soon speeding toward Halifax, leaving the revenue cutter far behind."

## NO CAUSE FOR ANXIETY

It is expected that the war risks placed on tonnage destined for Japan will now be taken off in consequence of the sweeping victory Togo has achieved. It was feared in shipping circles that the Russian fleet would be destroyed and the Japanese fleet would be able to move to and fro across the Pacific without fear of capture.

## MARINE NOTES

Cedar Lorne towed the lumber laden ship Codrington to sea from Chemainus yesterday.

The steamer Elford is still in Esquimalt awaiting orders. Her skipper, however, is looking for instructions shortly, ordering him to the Sound for cargo.

The Adderley has finished loading at Chemainus, and the Snow and Burgess will have her cargo all aboard at Comox in a few days.

## ANNUAL CONVENTION

King's Daughters Will Meet in This City, Beginning Tomorrow.

The King's Daughters of British Columbia will meet in its fifth annual convention in this city this week. The first of the meetings will be held tomorrow. After the devotional exercises an address of welcome will be delivered by Mrs. Hasell. Following this the business will be as follows: Roll call; minutes of the last convention; minutes of inter-luncheon of the executive; announcements of committees; correspondence; reports of provincial secretaries; report of committee on constitution; provincial headquarters; and affiliation with Local Council of Women.

Thursday afternoon—Devotional exercises; roll call; minutes; reports of circles; convalescent home; paper, "The Silver Cross," Mrs. Holmes; question box.

Saturday morning—Devotional exercises; roll call; minutes; nomination and election of officers and members of the executive; reports of special committees;

unfinished business; result of ballot final minutes; adjournment.  
Saturday afternoon, 3 o'clock—Children's service; consecration meeting, Mrs. Day.

## TOURISTS COMING

A Big Excursion From Salt Lake City Will Visit Victoria.

Herbert Cuthbert, secretary of the Victoria Tourist Association, has returned home from a trip made to Seattle, Tacoma, Portland, San Francisco, and Salt Lake City. The last named place has heretofore been overlooked by tourist representatives, and it was there that Mr. Cuthbert met with probably the best results of his whole tour. While in that city the local representative called on the secretary of the Chamber of Commerce, and was told of the intention of the Commercial Club to visit Portland this year. An excursion is to be organized, and 400 members are to come to the coast in a special train of twelve coaches. Here was an opening for Mr. Cuthbert, and by pressing the claims of Victoria in the way of attractions for tourists, he secured the promise of the club to visit this city. They will leave their train at Seattle and will come to Victoria by steamer. To facilitate this matter Mr. Cuthbert has written to each member of the club a copy of the Tourist Association's book.

The Portland fair, according to the just returned Victorian, has been better advertised throughout the east than was the exposition at St. Louis. The railways, too, are striving more for business than they did in the case of the latter fair, and the volume of business already done has been beyond all expectation.

## HAS RETURNED FROM NORTHERN INTERIOR

J. W. Moxley Believes Grand Trunk Pacific Will Come South of Pine River Pass.

J. W. Moxley, who has spent two years in the northern interior of British Columbia, is at the Driard. During that time he has been practically removed from civilization, prospecting in the country between the headwaters of the Fraser and the Parsnip rivers. For ten months at a time he has not seen the face of a human being, but has been alone with "mother nature," he says. Mr. Moxley is fast becoming to the belief that the country was "Mother Nature's last work, and the place where she rests."

Mr. Moxley lived formerly in the Kootenays and Cariboo. In the more northern parts he has acquired a vast fund of general knowledge relative to the district. With Port St. George as his base of supply he has built a cabin in a central location for his work.

Not until he reached Fort St. George on his way out did he learn who had been elected President of the United States at the last election. Last winter he says he gave A. S. Goring, the Grand Trunk Pacific engineer, food to place him out on his strenuous trip. When he reached Mr. Moxley's cabin he had run short of provisions, the aid coming very timely.

Asked what his opinion of the country was with respect to mineral resources, Mr. Moxley said there was just enough to keep a man on the search. He will go back to the district as he has intended, which it is impossible to forbid.

During the winter months he did considerable trapping and hunting to break the monotony, and has brought down with him a valuable collection of furs to dispose of.

The district in which Mr. Moxley worked is heavily timbered, he says. The land in the Fraser valley is rich, but covered with excellent timber, so that farming operations will have to be postponed until the land is cleared.

The timber is being staked off by interested parties in long stretches. In anticipation of the Grand Trunk Pacific coming through there has been the greatest activity in staking timber lands.

With respect to the route of the Grand Trunk Pacific through the Rockies Mr. Moxley inclines to the opinion that the Pine River Pass will not be the one selected. On the contrary he thinks that a pass south of that will be taken which he thinks would be known as the Salmon River Pass. The advantages in favor of the latter is that the descent on the British Columbia side is easier than any of the others. The approach from the eastern side of the Rockies is very similar to the others, being a long easy ascent.

The Salmon River Pass, which he refers to has the advantage of being somewhat equally easy on the western side of the mountains.

## WEEKLY WEATHER SYNOPSIS

Victoria Meteorological Office,  
24th to 30th May 1905.

The weather during this week has been quite the reverse of that experienced during the last seven days. It has been remarkably fine and warm both on Vancouver Island and throughout the mainland; no rain has fallen, except a light shower in this vicinity and an unmeasurable amount on the Lower Fraser valley on the night of Saturday, 27th, during the passage of some thunder and lightning. This fine warm weather extended up the coast to Port Simpson, and also at Dawson the same conditions were reported. The barometer has been comparatively high over the North Pacific Coast, and light to moderate winds, chiefly from the westward, have prevailed from this to California.

In the northern portion of the Territories light frosts occurred upon the first few days, elsewhere the weather has been fine and moderately warm, with occasional showers or thunderstorms.

Victoria—Total amount of bright sunshine recorded was 71 hours and 49 minutes; rain, .02 inch; highest temperature, 72.2 on 26th; lowest, 45.0 on 25th.

Vancouver—Highest temperature, 77 on 27th; lowest, 56 on 24th and 25th.

New Westminster—Rain, a trace; highest temperature, 78 on 26th and 27th; lowest, 58 on 24th and 25th.

Kamloops—A trace of rain; highest temperature, 84 on 26th; lowest, 40 on 25th.

Barkerville—A trace of rain; highest temperature, 78 on 26th; lowest, 34 on 25th and 30th.

Port Simpson—A trace of rain; highest



## A GOOD CHANCE FOR YOU

Our buyer, when in the East secured a nice assortment of

## Decorated China

At a snap price to clear the lot

Cake Plates, Fruit Dishes, Cups and Saucers, Berry and Salad Bowls

In pretty floral decorations of sprays and wreaths with tied and gilt edges—a wide choice for your selection.

At 25c each

WEILER BROS.,  
COMPLETE HOME FURNISHERS,  
VICTORIA, B.C.

MAY 31st

4 o'clock p. m., at Johns Bros.' Grocery, the

White Swan Soap  
Gram-o-phone Drawing

Takes Place. Save Your Coupons

temperature, 76 on 28th; lowest, 44 on the 25th.  
Dawson—Highest temperature, 78 on 25th; lowest, 40 on 24th.

The Victoria Terminal Railway initiated on Sunday its new time table over the road from Victoria to Sidney. According to it the following will be the schedule: Trains will leave Victoria daily, except Sunday, at 7.45 a. m., with a second class train daily, except Saturday and Sunday, at 3 p. m. On Saturday and Sunday a train will leave at 2 p. m., and on Sunday the morning train will leave at 9.45 a. m.

An exceptionally clever and well balanced entertainment is that offered this week at the Savoy, the several items upon the bill being among the best of the Star circuit bookings, all of which are now at Manager McDonnell's command. The headline feature of the week appears to be the musical comedian Memphis Kennedy, whose act proves him to be an instrumentalist of much versatility and talent. Cole and Cole are exceedingly graceful and accomplished acrobats, and Kinzo, the juggler, fully redeems the reputation of the Japanese in this special domain of entertainment. Excellent comedy is furnished in liberal measure by Karrera, the European gravity artist, while a new singer is introduced in the person of Leona Clifton, a sweet-voiced, and decidedly acceptable singer of illustrated songs of the better order, in which also Alice Wildermere is heard to advantage. Among the other entertainers are Beatrice Lorne, Grace Williams, Alken Ellsworth and Jennie Clair, and as usual at the Savoy there is no duplication or repetition of acts from 8.30 until the fall of the final curtain at 11.30.

## TERRIBLY DISTRESSING

Nothing can cause more pain and more distress than Piles.

No wonder many Pile sufferers say their lives are burdens to them. Ointments and local treatments may relieve but cannot cure. Dr. Leimhardt's Hem-Roid is guaranteed to cure any case of Piles. If Hem-Roid doesn't cure you, you get your money back. Hem-Roid is a tablet taken internally, thus removing the cause. \$1,000.00 guarantee goes with every sale. A month's treatment for \$1.00, at all Druggists or The Wilson-Pyle Co., Limited, Niagara Falls, Ont.



JOHN MESTON

Carriage Maker,  
Blacksmith,  
Etc.

BROAD ST., BETWEEN PANDORA AND JOHNSON.

## DO YOU WANT

A Second-Hand Upright Piano for . . . . . \$50.00  
A Second-Hand Upright Piano for . . . . . \$60.00  
A Second-Hand Upright Piano for . . . . . \$200.00

OR  
A Second-Hand Organ for \$35.00  
A Second-Hand Organ for \$50.00

Then come to us for a Bargain.

M. W. Waitt & Co. Ltd.  
44 Government Street

## THE Mendelssohn Piano

Is not the highest priced instrument made, but is a Piano for those who buy but one in a lifetime. The price is low enough to meet the demands of a modest pocketbook, high enough to insure a dependable Piano—one that is always right.

## FLETCHER BROS.

Sole Agents Vancouver Island.

## RETIRING FROM BUSINESS GENUINE HALF PRICE SALE

Every article in the store will be sold POSITIVELY AT HALF THE REGULAR MARKED PRICE until the entire stock is cleared off.

Stevens & Jenkins  
84 DOUGLAS ST.

WINTERBOURNE—For sale, cash price \$8,000; suitable for erection of modern villas; position exceptional. For sale, cash, 480 acres on Lulu Island, near recent borings for oil; capitalists' tenders submitted to executive party. For further particulars apply C. F. Moore, 1 Taunton street, Victoria.

## ROYAL Baking Powder Makes Clean Bread

With Royal Baking Powder there is no mixing with the hands, no sweat of the brow. Perfect cleanliness, greatest facility, sweet, clean, healthful food.

Full instructions in the "Royal Baker and Pastry Cook" book for making all kinds of bread, biscuit and cake with Royal Baking Powder. Gratis to any address.

ROYAL BAKING POWDER CO., NEW YORK.







Nothing so good for  
Constipation. Biliousness.  
Indigestion. Headache.  
Sour Stomach as  
**Abbey's**  
Effervescent Salt  
Sleeplessness  
Bad Breath  
Coated Tongue  
Inactive Liver  
Dizziness

A teaspoonful in a glass of  
water in the morning.

25¢ and 60¢ a bottle.

## PROVINCIAL NEWS.

### REVELSTOCK.

Saturday's Mail says: "Monday witnessed the peculiar experience of Revelstoke being white with snow in May. Considerable damage was done to trees in gardens and shrubberies, branches, and in some cases the trunks of the trees being broken by the weight of snow."

### GRAND FORKS.

Superintendent A. D. McPhee, of the McKinley mine, Franklin Camp, brings the good news that the big ore body had been struck in the tunnel just, run on that property. The ore was encountered at a distance of 94 feet, the present length of the tunnel. The entire face is in ore, assaying \$10 per ton. The depth of the face of the tunnel from the surface is 125 feet. This big strike practically demonstrates that the McKinley property will be a mine, as there are now many thousands of tons of ore in sight.

### PHOENIX.

William Yolen Williams, who for some years had charge of the entire development of the Granby mines, but who resigned last July on account of poor health, arrived in the city last week after spending the winter at his old home in North Wales and in taking a trip through Europe. While on the continent Mr. Williams visited Paris, Lyons, Marseilles, Genoa, Monte Carlo, Rome, Naples, Pisa, and Pompeii, among other places, and intended to visit the Rio Tinto mines in Spain, but was unable to make that part of the trip just then. He came back much improved in health, and was heartily welcomed by the large number of friends he has here. Spokane will be his headquarters. Mr. Williams will for the present devote a part of his time to looking after mining interests in the Similkameen district, near Copper Mountain.

### ROSSLAND.

John Dean has returned from a visit through the Lardeau mining division, and while away he visited Beaton, Camborne, Trout Lake and Ferguson. Arrowhead is prosperous, owing to the more than ordinary activity of the lumber business there. At Ferguson the Silver Cup is working, and the mill is doing fairly well, shipments of lumber being frequently made. The people of Trout Lake appear to think that the outlook is as good there now as it has been at any time since the place was founded. There are not as many prospectors in the hills about Trout Lake as there have been in former seasons. Considerable attention is being paid to gardening and fruit raising along the shores of Upper Arrow lake in the vicinity of Beaton, and a good many pieces of land have recently been staked there and settled on. The lumbering industry seems to be most prosperous in the section around Arrowhead and Beaton. At Camborne the Eva is working a good-sized force of men in the mine and mill, and apparently doing well. There is talk of adding 20 stamps to the ten already installed in the Eva mill, as the reserves of ore in the mine, together with that which is easily accessible, it is thought, will be ample to keep 30 stamps in constant motion. The Silver Dollar has a good force at work, and is doing well. Work was lately started on the Mammoth group under the direction of Edward Balfie. This mine promises to make a good record during the present year, as the ore is of good grade, and there is said to be plenty of it.

### ROSSLAND.

John Dean has returned from a visit through the Lardeau mining division, and while away he visited Beaton, Camborne, Trout Lake and Ferguson. Arrowhead is prosperous, owing to the more than ordinary activity of the lumber business there. At Ferguson the Silver Cup is working, and the mill is doing fairly well, shipments of lumber being frequently made. The people of Trout Lake appear to think that the outlook is as good there now as it has been at any time since the place was founded. There are not as many prospectors in the hills about Trout Lake as there have been in former seasons. Considerable attention is being paid to gardening and fruit raising along the shores of Upper Arrow lake in the vicinity of Beaton, and a good many pieces of land have recently been staked there and settled on. The lumbering industry seems to be most prosperous in the section around Arrowhead and Beaton. At Camborne the Eva is working a good-sized force of men in the mine and mill, and apparently doing well. There is talk of adding 20 stamps to the ten already installed in the Eva mill, as the reserves of ore in the mine, together with that which is easily accessible, it is thought, will be ample to keep 30 stamps in constant motion. The Silver Dollar has a good force at work, and is doing well. Work was lately started on the Mammoth group under the direction of Edward Balfie. This mine promises to make a good record during the present year, as the ore is of good grade, and there is said to be plenty of it.

### ROSSLAND.

John Dean has returned from a visit through the Lardeau mining division, and while away he visited Beaton, Camborne, Trout Lake and Ferguson. Arrowhead is prosperous, owing to the more than ordinary activity of the lumber business there. At Ferguson the Silver Cup is working, and the mill is doing fairly well, shipments of lumber being frequently made. The people of Trout Lake appear to think that the outlook is as good there now as it has been at any time since the place was founded. There are not as many prospectors in the hills about Trout Lake as there have been in former seasons. Considerable attention is being paid to gardening and fruit raising along the shores of Upper Arrow lake in the vicinity of Beaton, and a good many pieces of land have recently been staked there and settled on. The lumbering industry seems to be most prosperous in the section around Arrowhead and Beaton. At Camborne the Eva is working a good-sized force of men in the mine and mill, and apparently doing well. There is talk of adding 20 stamps to the ten already installed in the Eva mill, as the reserves of ore in the mine, together with that which is easily accessible, it is thought, will be ample to keep 30 stamps in constant motion. The Silver Dollar has a good force at work, and is doing well. Work was lately started on the Mammoth group under the direction of Edward Balfie. This mine promises to make a good record during the present year, as the ore is of good grade, and there is said to be plenty of it.

### ROSSLAND.

John Dean has returned from a visit through the Lardeau mining division, and while away he visited Beaton, Camborne, Trout Lake and Ferguson. Arrowhead is prosperous, owing to the more than ordinary activity of the lumber business there. At Ferguson the Silver Cup is working, and the mill is doing fairly well, shipments of lumber being frequently made. The people of Trout Lake appear to think that the outlook is as good there now as it has been at any time since the place was founded. There are not as many prospectors in the hills about Trout Lake as there have been in former seasons. Considerable attention is being paid to gardening and fruit raising along the shores of Upper Arrow lake in the vicinity of Beaton, and a good many pieces of land have recently been staked there and settled on. The lumbering industry seems to be most prosperous in the section around Arrowhead and Beaton. At Camborne the Eva is working a good-sized force of men in the mine and mill, and apparently doing well. There is talk of adding 20 stamps to the ten already installed in the Eva mill, as the reserves of ore in the mine, together with that which is easily accessible, it is thought, will be ample to keep 30 stamps in constant motion. The Silver Dollar has a good force at work, and is doing well. Work was lately started on the Mammoth group under the direction of Edward Balfie. This mine promises to make a good record during the present year, as the ore is of good grade, and there is said to be plenty of it.

### ROSSLAND.

John Dean has returned from a visit through the Lardeau mining division, and while away he visited Beaton, Camborne, Trout Lake and Ferguson. Arrowhead is prosperous, owing to the more than ordinary activity of the lumber business there. At Ferguson the Silver Cup is working, and the mill is doing fairly well, shipments of lumber being frequently made. The people of Trout Lake appear to think that the outlook is as good there now as it has been at any time since the place was founded. There are not as many prospectors in the hills about Trout Lake as there have been in former seasons. Considerable attention is being paid to gardening and fruit raising along the shores of Upper Arrow lake in the vicinity of Beaton, and a good many pieces of land have recently been staked there and settled on. The lumbering industry seems to be most prosperous in the section around Arrowhead and Beaton. At Camborne the Eva is working a good-sized force of men in the mine and mill, and apparently doing well. There is talk of adding 20 stamps to the ten already installed in the Eva mill, as the reserves of ore in the mine, together with that which is easily accessible, it is thought, will be ample to keep 30 stamps in constant motion. The Silver Dollar has a good force at work, and is doing well. Work was lately started on the Mammoth group under the direction of Edward Balfie. This mine promises to make a good record during the present year, as the ore is of good grade, and there is said to be plenty of it.

### ROSSLAND.

John Dean has returned from a visit through the Lardeau mining division, and while away he visited Beaton, Camborne, Trout Lake and Ferguson. Arrowhead is prosperous, owing to the more than ordinary activity of the lumber business there. At Ferguson the Silver Cup is working, and the mill is doing fairly well, shipments of lumber being frequently made. The people of Trout Lake appear to think that the outlook is as good there now as it has been at any time since the place was founded. There are not as many prospectors in the hills about Trout Lake as there have been in former seasons. Considerable attention is being paid to gardening and fruit raising along the shores of Upper Arrow lake in the vicinity of Beaton, and a good many pieces of land have recently been staked there and settled on. The lumbering industry seems to be most prosperous in the section around Arrowhead and Beaton. At Camborne the Eva is working a good-sized force of men in the mine and mill, and apparently doing well. There is talk of adding 20 stamps to the ten already installed in the Eva mill, as the reserves of ore in the mine, together with that which is easily accessible, it is thought, will be ample to keep 30 stamps in constant motion. The Silver Dollar has a good force at work, and is doing well. Work was lately started on the Mammoth group under the direction of Edward Balfie. This mine promises to make a good record during the present year, as the ore is of good grade, and there is said to be plenty of it.

### ROSSLAND.

John Dean has returned from a visit through the Lardeau mining division, and while away he visited Beaton, Camborne, Trout Lake and Ferguson. Arrowhead is prosperous, owing to the more than ordinary activity of the lumber business there. At Ferguson the Silver Cup is working, and the mill is doing fairly well, shipments of lumber being frequently made. The people of Trout Lake appear to think that the outlook is as good there now as it has been at any time since the place was founded. There are not as many prospectors in the hills about Trout Lake as there have been in former seasons. Considerable attention is being paid to gardening and fruit raising along the shores of Upper Arrow lake in the vicinity of Beaton, and a good many pieces of land have recently been staked there and settled on. The lumbering industry seems to be most prosperous in the section around Arrowhead and Beaton. At Camborne the Eva is working a good-sized force of men in the mine and mill, and apparently doing well. There is talk of adding 20 stamps to the ten already installed in the Eva mill, as the reserves of ore in the mine, together with that which is easily accessible, it is thought, will be ample to keep 30 stamps in constant motion. The Silver Dollar has a good force at work, and is doing well. Work was lately started on the Mammoth group under the direction of Edward Balfie. This mine promises to make a good record during the present year, as the ore is of good grade, and there is said to be plenty of it.

### ROSSLAND.

John Dean has returned from a visit through the Lardeau mining division, and while away he visited Beaton, Camborne, Trout Lake and Ferguson. Arrowhead is prosperous, owing to the more than ordinary activity of the lumber business there. At Ferguson the Silver Cup is working, and the mill is doing fairly well, shipments of lumber being frequently made. The people of Trout Lake appear to think that the outlook is as good there now as it has been at any time since the place was founded. There are not as many prospectors in the hills about Trout Lake as there have been in former seasons. Considerable attention is being paid to gardening and fruit raising along the shores of Upper Arrow lake in the vicinity of Beaton, and a good many pieces of land have recently been staked there and settled on. The lumbering industry seems to be most prosperous in the section around Arrowhead and Beaton. At Camborne the Eva is working a good-sized force of men in the mine and mill, and apparently doing well. There is talk of adding 20 stamps to the ten already installed in the Eva mill, as the reserves of ore in the mine, together with that which is easily accessible, it is thought, will be ample to keep 30 stamps in constant motion. The Silver Dollar has a good force at work, and is doing well. Work was lately started on the Mammoth group under the direction of Edward Balfie. This mine promises to make a good record during the present year, as the ore is of good grade, and there is said to be plenty of it.

### ROSSLAND.

John Dean has returned from a visit through the Lardeau mining division, and while away he visited Beaton, Camborne, Trout Lake and Ferguson. Arrowhead is prosperous, owing to the more than ordinary activity of the lumber business there. At Ferguson the Silver Cup is working, and the mill is doing fairly well, shipments of lumber being frequently made. The people of Trout Lake appear to think that the outlook is as good there now as it has been at any time since the place was founded. There are not as many prospectors in the hills about Trout Lake as there have been in former seasons. Considerable attention is being paid to gardening and fruit raising along the shores of Upper Arrow lake in the vicinity of Beaton, and a good many pieces of land have recently been staked there and settled on. The lumbering industry seems to be most prosperous in the section around Arrowhead and Beaton. At Camborne the Eva is working a good-sized force of men in the mine and mill, and apparently doing well. There is talk of adding 20 stamps to the ten already installed in the Eva mill, as the reserves of ore in the mine, together with that which is easily accessible, it is thought, will be ample to keep 30 stamps in constant motion. The Silver Dollar has a good force at work, and is doing well. Work was lately started on the Mammoth group under the direction of Edward Balfie. This mine promises to make a good record during the present year, as the ore is of good grade, and there is said to be plenty of it.

### ROSSLAND.

John Dean has returned from a visit through the Lardeau mining division, and while away he visited Beaton, Camborne, Trout Lake and Ferguson. Arrowhead is prosperous, owing to the more than ordinary activity of the lumber business there. At Ferguson the Silver Cup is working, and the mill is doing fairly well, shipments of lumber being frequently made. The people of Trout Lake appear to think that the outlook is as good there now as it has been at any time since the place was founded. There are not as many prospectors in the hills about Trout Lake as there have been in former seasons. Considerable attention is being paid to gardening and fruit raising along the shores of Upper Arrow lake in the vicinity of Beaton, and a good many pieces of land have recently been staked there and settled on. The lumbering industry seems to be most prosperous in the section around Arrowhead and Beaton. At Camborne the Eva is working a good-sized force of men in the mine and mill, and apparently doing well. There is talk of adding 20 stamps to the ten already installed in the Eva mill, as the reserves of ore in the mine, together with that which is easily accessible, it is thought, will be ample to keep 30 stamps in constant motion. The Silver Dollar has a good force at work, and is doing well. Work was lately started on the Mammoth group under the direction of Edward Balfie. This mine promises to make a good record during the present year, as the ore is of good grade, and there is said to be plenty of it.

### ROSSLAND.

John Dean has returned from a visit through the Lardeau mining division, and while away he visited Beaton, Camborne, Trout Lake and Ferguson. Arrowhead is prosperous, owing to the more than ordinary activity of the lumber business there. At Ferguson the Silver Cup is working, and the mill is doing fairly well, shipments of lumber being frequently made. The people of Trout Lake appear to think that the outlook is as good there now as it has been at any time since the place was founded. There are not as many prospectors in the hills about Trout Lake as there have been in former seasons. Considerable attention is being paid to gardening and fruit raising along the shores of Upper Arrow lake in the vicinity of Beaton, and a good many pieces of land have recently been staked there and settled on. The lumbering industry seems to be most prosperous in the section around Arrowhead and Beaton. At Camborne the Eva is working a good-sized force of men in the mine and mill, and apparently doing well. There is talk of adding 20 stamps to the ten already installed in the Eva mill, as the reserves of ore in the mine, together with that which is easily accessible, it is thought, will be ample to keep 30 stamps in constant motion. The Silver Dollar has a good force at work, and is doing well. Work was lately started on the Mammoth group under the direction of Edward Balfie. This mine promises to make a good record during the present year, as the ore is of good grade, and there is said to be plenty of it.



MISS ANNIE ABBOTT.  
Whose Sensational Act is Attracting Large Audiences to the Grand This Week.

for a return presented to the House of Commons, though several of the ships have practically been condemned by the admiralty themselves under return No. 74 of 1905—"Ships of Comparative Small Fighting Value, whose Armaments have not been Surrendered."

It is worth remarking that the latter return, which was moved for by Mr. Robertson, showing the Sans Pareil, Collingwood, Hero and Conqueror as of "small fighting value," is dated some weeks previous to the Dilke return.

Let us now turn to the official Navy List, and we shall find even more glaring contradictions. The Dilke return, dated March 23rd, showed fifty-nine completed battleships, but at page 270c of the Navy List—"List of Ships of the Royal Navy arranged in their various Classes"—for January, February and March, only fifty-two are shown, though it includes six of the King Edward VII. class, which are accounted for as building in the Dilke return.

But even the Navy Lists are inconsistent. The April Navy List shows an addition of five "Admirals," two Colossuses and two Thunderers, or nine ships, though the Sans Pareil, Collingwood, Hero and Conqueror, which are effective according to the Dilke return, are only shown in the Navy List among ships "for sale."

I have in the above confined myself to battleships, though we have the same differences in armored and protected cruisers.

This rather long explanation is necessary to show that admiralty returns are unreliable, and that those presented to the House of Commons are not only highly optimistic, but clearly incorrect.

The four ships I have last named may be sold to-morrow, but the misstatement will have served its purpose, and till April next year the House of Commons will be lulled into security by the respected names of these defunct ships remaining in the official return for 1905.

In the late Sir John Briggs's amusing and interesting account of his admiralty career he tells us that the admiralty return of effective ships were deceptive even when called for by the Prime Minister. We had hoped that with the present board of admiralty all shams were to be dispensed with, but while the executive hand ruthlessly sweeps away so-called obsolete ships to show economy of maintenance, the old parliamentary hand, as we might say, is busy presenting a brave show of dummy, or even phantom, ships to the eyes of our legislators.

Signed on behalf of the Navy League, E. B. FREEMANTLE, Vice-Chairman of the Executive Committee, WM. CAUS CRUTCHLEY, Secretary.

The Navy League, 13 Victoria street, S. W., May 6th, 1905.

WHY "ROJ." FAILED.

To the Editor:—I have been thinking over the matter of the naval engagement in the Straits of Korea, and have reached the conclusion that Admiral Togo's defeat, and Admiral Togo's not playing the game, if you will recall the Russian admiral's celebrated conflict with the North Sea fishing fleet, you may remember that he emerged from it with great credit, not losing a man and without damage to his fleet. Of course he received a tremendous scare, but that was soon washed away. Good old vodka soon restored his spirits so that he was able to state what he was going to do to these hated Japanese. If they ever got in his way. He also, you may remember, inflicted considerable punishment upon the fishermen, who gave him the creeps. The reason he gained this complete victory was that the fishermen did not shoot.

ALBERT TOILET 501 P. O. MONTREAL.

THE BEST AND SAFEST WAY TO KEEP BABY'S SKIN HEALTHY IS TO USE ONLY

**BABY'S OWN SOAP**

Pure, Dainty, Delicate. Beware of Imitations.

ALBERT TOILET 501 P. O. MONTREAL.

NOTICE.

TENDERS FOR TIMBER LIMITS.

Sealed tenders will be received by the undersigned up to noon of Wednesday, 31st May, 1906, from any person who may desire to obtain a lease, under the provisions of section 42 of the "Land Act," for the purpose of cutting timber therefrom, of a timber tract situated on Vancouver Island, known as Lot 230, 231, 232, Clayoquot District, containing in the aggregate 1,080 acres.

The competitor offering the highest cash bonus will be entitled to a lease of the limits for a term of twenty-one years.

Each tender must be accompanied by a certified cheque, made payable to the undersigned, to cover the amount of the first year's rental (\$227.50), and the amount of bonus tendered, and also a certified cheque for \$1,100.00, being the cost of cruising and surveying the limits. The cheque will be at once returned to unsuccessful competitors.

W. S. GORE, Deputy Commissioner of Lands & Works, Lands and Works Department, Victoria, B. C., 4th May, 1906.

NOTICE.

Notice is hereby given that I intend to apply to the Board of Licensing Commissioners, at their next sitting, as Licensing Officer, for a license for the sale of wines and liquors by retail upon the premises situate at the southwest corner of Blanchard and Johnson streets, in the City of Victoria, and known as the Klondike Hotel, to William Jordan.

Dated this 3rd day of May, 1906. BERT GORE, Land Commissioner.

The wonderful West is growing, and so is the sale of

**COWAN'S Perfection Cocoa**  
(Maple Leaf Label.)

It makes boys and girls giants in strength and intellect. Absolutely pure.

The Cowan Co., Ltd., Toronto.



The Label That Protects

This label is the best protection against ill-fitting, poorly made clothing. It is found only on the famous

**"PROGRESS"**

Suits & Overcoats

The reliability and uniform excellence of "PROGRESS" Clothing, make this label mean so much to judges of quality.

Sold by Leading Clothiers Throughout Canada.



When you require a LIGHT, BE SURE you are supplied with an



No others are so QUICK, SAFE AND RELIABLE Ask your grocer for one of the following well known Parlor brands—"King Edward," "Headlight," "Eagle," "Victoria," "Little Comet."

FOR SALE EVERYWHERE

**For Lumber, Sash, Doors,**

And All Kinds of Building Material, Go to

**THE TAYLOR MILL CO., LIMITED LIABILITY,**  
MILL OFFICE AND YARDS, NORTH GOVERNMENT ST., VICTORIA, B. C.  
P. O. BOX 628. TEL. 564.

**CANCELLATION OF RESERVE**

Notice is hereby given that the reservation covering Graham Island, Queen Charlotte Strait, in the British Columbia Gazette and dated 30th January, 1901, has been cancelled, and that Crown lands thereon will be open to sale or disposal under the provisions of the Land Act, on and after the 21st July next.

W. S. GORE, Deputy Commissioner of Lands & Works, Lands and Works Department, Victoria, B. C., 20th April, 1906.

**REVISED STATUTES OF CANADA, 1905, CHAPTER 92.**

**NOTICE.**

PURSUANT TO THE ABOVE STATUTE OF PROPOSED CONSTRUCTION OF WHARF IN THE HARBOR OF VICTORIA, BRITISH COLUMBIA.

The Municipal Council of the Corporation of the City of Victoria, British Columbia, hereby gives notice, pursuant to the requirements of Section 2 of the above Statute, that they have this day applied by petition to the Governor in Council for approval of the site, and of the plan of the wharf proposed to be constructed on and over the shore at the Northern termination of Oswego street, in the City of Victoria, according to the Official Map of the said City of Victoria, A plan and description of the proposed site and of the wharf to be constructed have been deposited with the Minister of Public Works at Ottawa, and a duplicate thereof has been deposited in the Land Registry Office at Victoria, B. C., this 17th day of May, 1906.

WELLINGTON J. DOWLER, Clerk of the Municipal Council of the Corporation of the City of Victoria, B. C.

**NOTICE.**

Notice is hereby given that the first sitting of the Annual Council of Revision of the Municipality of the City of Victoria will be held in the Council Chamber, City Hall, on Wednesday, the 14th day of June, 1906, at 10 o'clock a.m. for the purpose of hearing complaints against the assessment made by the Assessor, and for revising and correcting the Assessment Roll.

WELLINGTON J. DOWLER, C. M. C.

**NOTICE.**

Notice is hereby given that I intend to apply to the Board of Licensing Commissioners, at their next sitting, as Licensing Officer, for a license for the sale of wines and liquors by retail upon the premises situate at the southwest corner of Blanchard and Johnson streets, in the City of Victoria, and known as the Klondike Hotel, to William Jordan.

Dated this 3rd day of May, 1906. BERT GORE, Land Commissioner.

**NOTICE.**

Notice is hereby given that I intend to apply to the Board of Licensing Commissioners, at their next sitting, for a transfer of the license held by me to sell by retail wines and liquors upon the premises known as the Oriental Hotel, situate at the corner of Yates street and Oriental alley, in the City of Victoria, to Robert Courtney Carey, and Frank Seddon Evans, of this city.

Dated this 25th day of May, 1906. (Sgd.) MARGARET MARIA M'KON.

**A. J. MALLETT,**  
Plumber and Steam Fitter.  
Gas and hot water fitting. Special attention given to jobbing work. TEL. 564.

SYNOPSIS OF REGULATIONS FOR DISPOSAL OF MINERALS ON DOMINION LANDS IN MANITOBA, THE NORTH-WEST TERRITORIES AND THE YUKON TERRITORY.

Coal—Coal lands may be purchased at \$10 per acre for soft coal; and \$20 for anthracite. Not more than 200 acres can be acquired by one individual or company. Royalty at the rate of ten cents per ton. 2,000 pounds shall be collected on the gross output.

Quarries—Persons of eighteen years and over and joint stock companies holding free miner's certificates may obtain entry for a mining location.

A free miner's certificate is granted for one or more years, not exceeding five, upon payment in advance of \$7.50 per annum for an individual, and from \$50 to \$100 per annum for a company, according to capital.

A free miner, having obtained a mining location, may locate a claim 1,500x1,500 feet by marking out the same with two legal poles, bearing location notice, one at each end, and on the line of the pole or poles.

The claim shall be recorded within fifteen days if located within ten miles of a mining recorder's office, one additional day allowed for every additional ten miles or fraction.

At least \$100 must be expended on the claim each year or paid to the mining recorder in lieu thereof. When \$300 has been expended or paid, the locator may, upon having a survey made, and upon complying with other requirements, purchase the land at \$1.00 an acre.

Permit may be granted by the Minister of the Interior to locate claims containing iron and miles, also copper in the Yukon Territory, of an area not exceeding 100 acres.

The patent for a mining location shall provide for the payment of a Royalty of 2 1/2 per cent. of the sales of the products of the location.

Placer Mining—Manitoba and the N. W. T., excepting the Yukon Territory.—Placer mining claims generally are 100 feet square; entry fee, \$5, renewable yearly. On the North Saskatchewan River claims are either bar or bench, the former being 100 feet long and extending between high and low water mark. The latter includes bar diggings, but extends back to the base of the hill or bank, the latter being 200 feet. Where steam power is used, claims 200 feet wide may be obtained.

Dredging in the rivers of Manitoba and the N. W. T., excepting the Yukon Territory.—A free miner may obtain only two leases of five miles each for a term of twenty years, renewable in the discretion of the Minister of the Interior.

The lessee's right is confined to the submerged bed or bars of the river below low water mark, and subject to the rights of all persons who have, or who may receive, claims for bar diggings or placer claims, except on the Saskatchewan River where the lessee may dredge to high water mark on each alternate season.

The lessee shall have a dredge in operation within one season from the date of the lease for each five miles, but where a person or company has obtained a lease on one lease one dredge for each fifteen miles or fraction is sufficient. Rental, \$10 per annum for each mile of river leased. Royalty at the rate of two and a half per cent. collected on the output after it exceeds \$10,000.

Dredging in the Yukon Territory.—Six leases of five miles each may be granted to a free miner for a term of twenty years, also renewable.

The lessee's right is confined to the submerged bed or bars in the river below low water mark, that boundary to be fixed by its position on the 1st day of August in the year of the date of the lease.

The lessee shall have one dredge in operation within two years from the date of the lease, and one dredge for each five miles within six years from the date of the lease. The lessee shall pay for each mile of the creek or gulch, the width being from 1,000 to 2,000 feet. All other placer claims shall be 250 feet square.

Claims are marked by two legal poles, one at each end, bearing notice. Entry must be obtained within ten days of the claim is within ten miles of Mining Recorder's office. One extra day allowed for each additional ten miles or fraction.

The person or company staking a claim must hold a free miner's certificate.

The discoverer of a new mine is entitled to a claim of 1,500 feet in length, and if the party consists of two, 1,500 feet altogether, on the output of which no royalty shall be charged, the rest of the party ordinary claims only.

Entry fee, \$10. Royalty at the rate of two and one-half per cent. on the value of the gold shipped from the Yukon Territory to be paid to the Comptroller.

No free miner shall receive a grant of more than one mining claim on each separate river, creek or gulch, but the same miner may hold any number of claims by purchase, and free miners may work their claims in partnership by filing notice and paying fee of \$2. A claim may be abandoned, and another claimed on the same creek, gulch or river, by giving notice and paying a fee.

Work must be done on a claim each year to the value of at least \$200.

A certificate that work has been done must be obtained from the Mining Recorder, the claim shall be deemed to be abandoned, and open to occupation and entry by a free miner.

The boundaries of a claim may be defined absolutely by having a survey made and publishing notices in the Yukon Official Gazette.

Petroleum.—All unappropriated Dominion lands in Manitoba, the Northwest Territories and within the Yukon Territory are open to prospecting for petroleum, and the Minister may reserve for an individual or company having a mining claim on the land, the right to prospect for petroleum, and the claim shall be deemed to be abandoned, and open to occupation and entry by a free miner.

Each claim shall not exceed three times the breadth. Should the prospector discover oil in paying quantities, and satisfactorily establish such discovery, an area not exceeding 640 acres (one section) shall be sold to the prospector at the rate of \$1 an acre, and the remainder of the tract reserved, namely, 2,304 acres, shall be sold at the rate of \$5 an acre, subject to royalty at such rate as may be specified by Order in Council.

W. W. CORRY, Deputy of the Minister of the Interior, Dept. Interior.



## STORAGE

Good dry storage, charges moderate, at Big Church building, cor. Broad and Pandora streets. Phone A000.

**F. J. Bittancourt,**  
AUCTIONEER.

Leased premises.  
**L. EATON & CO.**  
AUCTIONEERS

Special Carpets, Rugs  
and Gent's Suits Sale

Friday, June 2nd, 2 p.m.

We will sell without reserve 100 pieces Gents' Suits, 150 Axminster, Wilton and Brussels Rugs, also Brussels Carpets, Carpet Squares, Stair and Hall Carpets, Linoleum, handsome Bear-skin Rugs, Goshkin Rugs, etc., etc.

We are selling out the nursery of Mr. J. T. Higgins on Port Street, Thursday, at 2 p.m. No reserve.

**L. EATON & CO., Auctioneers**

## AUCTION

Under instructions from Mr. E. F. De Foe, I will sell at his residence, 113 Menzies street (corner of Simcoe),

**To-Morrow, 1st June**

2 P. M.

Valuable and Almost New

## FURNITURE

Nordheimer Piano, etc.

Mahogany Music Stand, 2 Mahogany Rockers, Cane Corner, Mahogany Upholstered Arm Chair, Oak Plant, Oak 5 O'Clock Tea Table, Oak Rockers, Oak Arm Chair, Upholstered Oak Bedstead, Upholstered Oak Extension Table, Half Dozen Oak Dining Chairs, Oak Book Stand, Centre Table, Screen, Couch, Brussels, Square Table, Rug, Upholstered Chair, Fine Lace Curtains, Glassware, China, Dinner Set, Oak Hall Stand, Hall Carpet, Lamp, Child's High Chair, Oak Bedroom Suite, Splendid Upholstered and Brass Bedstead, Oak Bureau and Washstand, Single Bedstead, Woven Wire, Box and Top Mattresses, Stair Carpet, Child's Cot, Cheville Portieres, Jardinieres, Table Cloths, Kitchen Treasure, No. 8 Cook Stove, Crockery, Aftonville, Garden Tools, Air-Tight Heater, Lawn Mower, Garden Hose, etc.

On view 2 to 5 Wednesday.

**Wm. T. Hardaker, Auctioneer**

## WEATHER BULLETIN.

Daily Report Furnished by the Victoria Meteorological Department.

Victoria, May 31.—5 a.m.—The barometer remains about the same over the western section of the continent, and the weather along the Coast has become unsettled with showers and light to moderate winds. The weather is still fair and warm in the Territories and Manitoba.

## Forecasts.

For 24 hours ending 5 p.m. Thursday. Victoria and vicinity: Light variable winds, mostly cloudy, with occasional showers.

Lower Mainland: Light variable winds, unsettled, with occasional showers.

Reports.

Victoria—Barometer, 29.93; temperature, 53; minimum, 52; wind, calm; weather, cloudy.

New Westminster—Barometer, 29.92; temperature, 56; minimum, 54; wind, calm; weather, cloudy.

Kamloops—Barometer, 29.92; temperature, 52; minimum, 50; wind, calm; weather, clear.

Barkerville—Barometer, 30.00; temperature, 42; minimum, 40; wind, calm; weather, clear.

San Francisco—Barometer, 30.04; temperature, 54; minimum, 52; wind, 8 miles W.; weather, fair.

Port Simpson—Barometer, 30.02; temperature, 46; minimum, 40; wind, calm; weather, cloudy, fog.

Edmonton—Barometer, 29.86; temperature, 48; minimum, 44; wind, 4 miles E.; weather, fair.

Berlin has about 200 miles of paved streets. The total labor cost of street cleaning last year was \$529,000.

## COCHRANE'S

## ICE CREAM SODA

Has long been known as the best in the city and still maintains its reputation. Large glasses, 10 cents. All flavors.

## JOHN COCHRANE,

## DRUGGIST.

N. W. Cor. Yates and Douglas Sts

## Do You Drink

ROSS'S BELFAST RASP, VINEGAR, a quart... 50c.

GENUINE MONTSERRAT LIME JUICE, a quart... 50c.

WEST INDIA LIME JUICE, a quart... 25c.

EFFEL TOWER LEMONADE, a tin... 25c.

LEMON SUGAR, a tin... 25c.

GRENADINE, a bottle... 50c.

GINGER BEER POWDERS, a tin... 10c.

ROOT BEER, a bottle... 10c.

The West End Grocery Company,

## BUTTER

Choice Creamery Butter, 25c Pound

AT THE

Windsor Grocery Company,

Opposite Post Office. Government Street.

## FREE

## FOR ONE MONTH

in order to "Ginger Up" our fixture sales, we will fit all

Electric Light fixtures complete with shades at 75c each

## Hinton Electric Co.

APPLICATIONS FOR

ARMY COMMISSIONS

Number of Local Militia Officers Wish to Enter Permanent Force—Qualifications Necessary.

As was stated in the Times some weeks ago, a number of local militia officers either have submitted application for commissions in the permanent corps or intend doing so at an early date. None of the former, it is understood, have yet been accepted, but there seems no reason to doubt that some Victorians will be taken into the ranks of Canada's standing army. This morning Lieut. Colonel Hall, commanding the Fifth Regiment, acknowledged that some members of his corps are anxious to obtain permanent commissions. He pointed out, however, that one qualification included in those laid down by the Dominion militia department, that making it necessary for applicants to be between 18 and 25 years of age, excluded a number of local officers able to meet all other requirements. He thought that this clause might be set aside if proper representation was made to the authorities.

Members of the militia, however, are not the only Victorians ambitious to enter the army. Some days ago the entrance examination to the military college at Kingston, Ont., was conducted by Colonel Holmes, D.O.C., Capt. Wilson, and Lt. Sidney Booth, there being two candidates. One of these was J. A. Taylor, a resident of Vancouver. An announcement of the results is expected in the course of a few days.

For the benefit of those who may intend applying for commissions in the permanent forces, a list of the qualifications necessary has been obtained by the Times from the Minister of Militia and is published. They follow:

(a) To be unmarried, and between the ages of 18 and 25 on the 1st January of the current year.

(b) To be a British subject by birth or naturalization.

(c) To undergo an inspection by a medical board as to the candidate's fitness in every respect for military service.

(d) To be in possession of a diploma of graduation from the Royal Military College of Canada, and to be recommended for appointment by the commanding officer of the college.

(e) To have attended three annual trainings as a commissioned officer of a corps of active militia.

(f) To be recommended by the commanding officer of such corps and the district officer commanding the district as being in every way fitted for appointment to the permanent forces.

(g) To have passed the matriculation examination of a chartered university of Canada, or to have qualified for admission to the Royal Military College, Kingston, or to pass equivalent literary and professional examination as may be prescribed.

(h) All officers appointed, not being graduates of the Royal Military College, must obtain within eighteen months after their appointment a first-class long course grade "A" certificate of the arm of the service to which they belong, their rank in the permanent forces to be provisional until such certificate is obtained, when it will be confirmed from the date of the original appointment.

(i) All first appointments in the Canadian permanent Engineers and permanent Artillery, and every alternate commission in the permanent Cavalry, Mounted Infantry, Infantry and Ordnance Corps, will be offered in the first instance to graduates of the college.

(j) Three commissions will be given annually, should vacancies exist, to the graduating class, viz.: Every year one in the Canadian permanent Infantry, and each alternate year:

(1) One in the permanent Engineers and one in the permanent Field Artillery.

(2) One in the permanent Cavalry or Mounted Infantry, and one in the permanent Garrison Artillery.

Further, every three years a commission in the permanent Ordnance Corps will be given to the graduating class.

All appointments to the permanent forces shall be on probation for three years. At the expiration of each year of the period

of three years a special report will be made by the two senior officers of the unit to which the officer belongs, recording their opinion whether his retention in the service is in every respect desirable and that to be advantageous to the permanent forces. In the event of an officer being unfavorably reported upon twice, the Minister of Militia and Defence may, after a careful consideration of the case, and finding the unfavorable reports are well founded, recommend that the officer's name be removed from the list of the permanent forces.

VISITED PORTLAND.

Ex-Major Hayward Returns After Tour of Coast Cities—Inspected Exposition Grounds.

Last evening ex-Major Hayward returned after a three-weeks tour of interior British Columbia, Washington, Oregon and California, points. He spent a few days in Nelson and Spokane, being much impressed with the apparently prosperous condition prevailing in the former town, and then proceeded south. At Portland Mr. Hayward stayed several days visiting the exposition grounds. These, he describes, as located in an exceedingly picturesque spot. This entire area is laid out in a most elaborate manner, and the finishing touches are being given the parks, courts, football and other grounds on which the various athletic exhibitions, which will be a feature of the show, are to take place. The buildings, large and small, are specially designed to present an attractive appearance, and, according to Mr. Hayward, the architectural details have succeeded in their object. When in Portland the principal structures were guarded by the state troops, nobody being admitted except those engaged in installing the exhibits. "Judiciously," continued Mr. Hayward, "are the fair will prove a splendid success."

Leaving that city Mr. Hayward went to Corvallis spending a week or so with his son, who is a professor at the Oregon State College. Referring to his trip through California, he mentioned the recent inauguration of a period of total prohibition in Benton county. No intoxicating liquor was sold anywhere.

**Pale-Faced and Anxious**

THE COUNTENANCE INDICATES THE BODY'S AWFUL STRUGGLE FOR HEALTH.

Impossible to work or think clearly when there is no reserve of vigor, no nourishment in the blood, no supply of nervous energy.

The life of the half sick man is pitiful, in fact almost criminal, when bounding strength is so quickly derived from Ferrozene.

This nutritive tonic is guaranteed to strengthen all men, women and children. Weak organs get new force, vital energy is reinvigorated. Muscles and fat are added, healthy color is restored, and the blood fairly tingles with new found life.

Proved successful in debility and weakness by the people of many nations, Ferrozene stands unrivalled as the greatest of all uplifting medicines. Read the evidence of Mr. Joe Carter, of 494 King street East, Toronto, who says:

"After a severe attack of Grippe my health was almost shattered. I suffered constantly from nervousness and dyspepsia. At night I would wake with terrible palpitation and heart pains. Work became a great effort. At ten in the morning I was so tired and weak I could hardly work another minute.

"Then came a bad attack of rheumatism, which laid me up in bed. I could scarcely lift the weight of a pound, and to stoop or bend was impossible. My druggist recommended Ferrozene, and he knew what he was talking about, for it rebuilt my strength, gave me abundant appetite, better blood, and new nerve energy. The rheumatism has disappeared. I weigh more, feel refreshed and vigorous, and am able to work ten hours a day. Ferrozene did it all."

You'll be startled, toned and strengthened for all time to come with Ferrozene. Get the genuine in 50c. boxes or six for \$2.50 at all dealers or N. C. Peterson & Co., Hartford, Conn., U. S. A., or Kingston, Ont.

**STEAM ROLLED BARLEY**

Just The Thing For Your Horses Now

Ask For Our Price And Try It

The Brackman-Ker Milling Co., Ltd.

## GROCERY BARGAINS

Molasses, 2-lb. tins... \$ .10	Best Lemons, per doz... \$ .15
Toilet Soap, Castle or Oatmeal, twin bar... .05	Hungarian Flour... 1.00
Fresh Eggs, per doz... .25	Snowflake Flour... 1.40

## ROBINSON'S CASH STORE

1010 Phone 89 Douglas Street

## GARDEN HOSE

## "LION" BRAND

Manufactured in Canada. The best on the Market. We carry a large stock, all sizes.

Wholesale and Retail.

**PETER M'QUADE & SON**

78 WHARF STREET

within the bounds of that section. The law, Mr. Hayward says, has been found to work well and to be decidedly beneficial in its results.

HOME FROM EUROPE.

A. H. Mitchell and Wife Returned Last Evening After An Extended Tour.

A. H. Mitchell, of the firm of Chaloner & Mitchell, and Mrs. Mitchell, returned last evening after an extended tour through Europe. They visited Holland, Belgium, Germany, Switzerland, Italy and England. The latter country proved very interesting, and offered a great many pleasures. Venice was visited and seen in all its pristine beauty, its picturesque gondolas as its principle mode of locomotion, and the famous waterways being strong attractions. Naples was taken in, and the ascent up Mount Vesuvius made. This proved a most arduous journey, very exciting and weird, but trying. The mountain was in a state of mild eruption, and looked very grand and awe-inspiring, but the climb to the heights, Mrs. Mitchell says, who would not take again for a good deal. In Leipzig, the big German national fair was in progress. All the industries of the country were represented and the exposition on the whole proved very fine. This city is one of the greatest industrial centres in the world, and a number of magnificent concerts were attended. Benedict Bantley, of Victoria, who is taking a course in the big conservatory there, was met, and the Victorians had the pleasure of hearing him play. He is studying the violin and piano, and expects to spend another year in Germany.

SWEETSTAKE WINNERS.

Those Holding Lucky Numbers in H. L. Salmon's Derby Sweep.

The victory of Cleveo, the favorite, in the Derby to-day was good news to members of the E. & N. staff. They held No. 1,101, representing that horse, in the Salmon sweepstake. The ticket brought \$882, and is to be divided equally between the following eighteen: J. Milner, F. Morrison, F. Brown, J. Miller, F. Grinnison, G. Booth, E. Hunter, C. Mackintosh, J. Hunter, L. O'Keefe, H. Jacobson, D. Gray, A. L. Matheson, E. Grinnison, A. S. Clark, J. Grinnison and W. Pebble. Ticket No. 2,601, representing Jarvis, second in the race, was held by A. Harrison. He won \$441. Signorino No. 005, was held by F. White, of Ladysmith. He is entitled to \$220.50.

PERSONAL.

C. L. Crawford, of Boston, Mass., an expert on pulp timber, who reported so favorably upon the concessions on Knight's inlet, is at the Driard. He speaks very highly of the pulp timber found within the concessions, which have just been acquired by a large English company. Samples of the wood shown to other experts in the East were pronounced second to none. Mr. Crawford contends that British Columbia pulp areas are not excelled by any in the world.

J. D. Patten, of Tacoma; W. Clarke and family, of Calgary; S. T. Hayward and A. G. Horn, of New York; Misses Schaefer and Downs, of Don River, Montana; and O. W. Storer and F. G. Hall, of Seattle, are in the city. They are staying at the Dominion hotel.

T. W. Martindale, who for some time has been local superintendent of the International Correspondence School of Scranton, will leave on Thursday for Portland, Ore. He will be identified with the same organization in that city, being connected with the staff which will represent the school at the Lewis & Clarke exposition.

Thos. Kiddie, of Ladysmith; H. F. Carter and wife, of Crofton; W. A. Cutler, of Vancouver; F. M. Keelon and wife, of Toledo; E. F. Brownell, of Toronto; J. E. Caron, of Quebec; and W. J. Murray, of Seattle, are at the Driard.

Miss Laws, of Crofton, who has been visiting Mr. and Mrs. E. A. Lewis, left for home by this afternoon's train.

J. J. Donovan, of Bellingham, is at the Driard.

E. P. McNeill, of Macleod, a prominent barrister of the Northwest, is at the Driard.

At the Nanaimo Asiles yesterday, the jury, after two hours' consideration of the evidence against Southin, accused of indecent assault, failed to agree. The defence was to the effect that the story against the prisoner was one concocted by Miss Trumper, the lady in the case, and A. C. Thompson, formerly of the Ladysmith Recorder. The jury was discharged. The crown prosecutor, H. Dallas Holmick, K.C., moved to postpone the case to the next session, as he did not think it advisable to traverse the case at this sitting. It is probable that the case will not be dropped.

Yesterday afternoon the funeral of Henry Hall took place from the family residence, Douglas street, at 2.15, and at 2.30 o'clock at the Centennial Methodist church. Impressive services were conducted by Rev. J. P. Westman. A number of appropriate hymns were rendered by the choir, which was in attendance. Among them were "Jenna, Lover of My Son" and "Rock of Ages Cloft For Me." There were many beautiful floral tributes. The following acted as pallbearers: Frank Dover, George Holt, Edward Parsons, Thos. Hammond, Harry Croft and Wilford Gibson.

As mentioned in another column, a city league lacrosse match will be played between the Victoria West and Star teams to-morrow evening at Oak Bay grounds. The personnel of the respective teams follows: Victoria West—Gosk, R. Stevens; points, H. Jenkinson; cover point, E. Lyall; 1st d., A. Stevens; 2nd d., W. Battersby; 3rd d., C. White; center, F. Baker; 3rd h., G. Roller; 2nd h., B. McGinnis; 1st h., T. Crawford; outside home, F. Jacobson; inside home, H. Monteith. Stars—Goal, Dempster; point, Taylor; c. point, Richmond; 1st d., Finlaison; 2nd d., Temple; 3rd d., Laing; centre, Gawley; 3rd h., Houghton; 2nd h., McLaughlin; 1st h., Rhoades; outside home, Stewart; inside home, Simpson; reserve, J. Lorimer. W. Henderson has been selected to act as referee.

Next Tuesday evening, June 5th, a concert, followed by a laughable little comedy in which some well known local amateurs will take part, will be given, by kind permission of the officer commanding troops, in the Fives Court. Work Point barracks, for the benefit of St. Joseph's church at Esquimalt, of which Rev. Father Nicolay is pastor. On Thursday, June 8th, the same concert and comedy will be repeated in the institute hall, View street. Already the tickets on sale for the performance at the Work Point barracks have been larger than was expected, and show the high esteem in which Father Nicolay is held by his military and civil friends.

The Victoria Transfer Company will have their new tally-ho out in a few days. The one in service last year, after which the new one is patterned on a smaller scale, has already been in much demand this year, and the company expect to keep both busy during the coming season. The new vehicle will be well adapted for party purposes, and will doubtless be engaged quite extensively in this work.

An ideal investment is what people are looking for. But what is an ideal investment? In the first place an ideal investment must be absolutely safe, without this no investment is worthy of a moment's consideration. Secondly, it must be free from taxation that saps of net returns. Thirdly, it must earn a good rate of interest. Fourthly, it must be guaranteed for a long term of years. The 5 per cent gold bond issued by The Mutual Life of Canada is just such an investment. A. B. McNeill, special agent; R. L. Drury, manager, 34 Broad street.

At the Nanaimo Asiles yesterday, the jury, after two hours' consideration of the evidence against Southin, accused of indecent assault, failed to agree. The defence was to the effect that the story against the prisoner was one concocted by Miss Trumper, the lady in the case, and A. C. Thompson, formerly of the Ladysmith Recorder. The jury was discharged. The crown prosecutor, H. Dallas Holmick, K.C., moved to postpone the case to the next session, as he did not think it advisable to traverse the case at this sitting. It is probable that the case will not be dropped.

Yesterday afternoon the funeral of Henry Hall took place from the family residence, Douglas street, at 2.15, and at 2.30 o'clock at the Centennial Methodist church. Impressive services were conducted by Rev. J. P. Westman. A number of appropriate hymns were rendered by the choir, which was in attendance. Among them were "Jenna, Lover of My Son" and "Rock of Ages Cloft For Me." There were many beautiful floral tributes. The following acted as pallbearers: Frank Dover, George Holt, Edward Parsons, Thos. Hammond, Harry Croft and Wilford Gibson.

As mentioned in another column, a city league lacrosse match will be played between the Victoria West and Star teams to-morrow evening at Oak Bay grounds. The personnel of the respective teams follows: Victoria West—Gosk, R. Stevens; points, H. Jenkinson; cover point, E. Lyall; 1st d., A. Stevens; 2nd d., W. Battersby; 3rd d., C. White; center, F. Baker; 3rd h., G. Roller; 2nd h., B. McGinnis; 1st h., T. Crawford; outside home, F. Jacobson; inside home, H. Monteith. Stars—Goal, Dempster; point, Taylor; c. point, Richmond; 1st d., Finlaison; 2nd d., Temple; 3rd d., Laing; centre, Gawley; 3rd h., Houghton; 2nd h., McLaughlin; 1st h., Rhoades; outside home, Stewart; inside home, Simpson; reserve, J. Lorimer. W. Henderson has been selected to act as referee.

Next Tuesday evening, June 5th, a concert, followed by a laughable little comedy in which some well known local amateurs will take part, will be given, by kind permission of the officer commanding troops, in the Fives Court. Work Point barracks, for the benefit of St. Joseph's church at Esquimalt, of which Rev. Father Nicolay is pastor. On Thursday, June 8th, the same concert and comedy will be repeated in the institute hall, View street. Already the tickets on sale for the performance at the Work Point barracks have been larger than was expected, and show the high esteem in which Father Nicolay is held by his military and civil friends.

The Victoria Transfer Company will have their new tally-ho out in a few days. The one in service last year, after which the new one is patterned on a smaller scale, has already been in much demand this year, and the company expect to keep both busy during the coming season. The new vehicle will be well adapted for party purposes, and will doubtless be engaged quite extensively in this work.

An ideal investment is what people are looking for. But what is an ideal investment? In the first place an ideal investment must be absolutely safe, without this no investment is worthy of a moment's consideration. Secondly, it must be free from taxation that saps of net returns. Thirdly, it must earn a good rate of interest. Fourthly, it must be guaranteed for a long term of years. The 5 per cent gold bond issued by The Mutual Life of Canada is just such an investment. A. B. McNeill, special agent; R. L. Drury, manager, 34 Broad street.

At the Nanaimo Asiles yesterday, the jury, after two hours' consideration of the evidence against Southin, accused of indecent assault, failed to agree. The defence was to the effect that the story against the prisoner was one concocted by Miss Trumper, the lady in the case, and A. C. Thompson, formerly of the Ladysmith Recorder. The jury was discharged. The crown prosecutor, H. Dallas Holmick, K.C., moved to postpone the case to the next session, as he did not think it advisable to traverse the case at this sitting. It is probable that the case will not be dropped.

Yesterday afternoon the funeral of Henry Hall took place from the family residence, Douglas street, at 2.15, and at 2.30 o'clock at the Centennial Methodist church. Impressive services were conducted by Rev. J. P. Westman. A number of appropriate hymns were rendered by the choir, which was in attendance. Among them were "Jenna, Lover of My Son" and "Rock of Ages Cloft For Me." There were many beautiful floral tributes. The following acted as pallbearers: Frank Dover, George Holt, Edward Parsons, Thos. Hammond, Harry Croft and Wilford Gibson.

As mentioned in another column, a city league lacrosse match will be played between the Victoria West and Star teams to-morrow evening at Oak Bay grounds. The personnel of the respective teams follows: Victoria West—Gosk, R. Stevens; points, H. Jenkinson; cover point, E. Lyall; 1st d., A. Stevens; 2nd d., W. Battersby; 3rd d., C. White; center, F. Baker; 3rd h., G. Roller; 2nd h., B. McGinnis; 1st h., T. Crawford; outside home, F. Jacobson; inside home, H. Monteith. Stars—Goal, Dempster; point, Taylor; c. point, Richmond; 1st d., Finlaison; 2nd d., Temple; 3rd d., Laing; centre, Gawley; 3rd h., Houghton; 2nd h., McLaughlin; 1st h., Rhoades; outside home, Stewart; inside home, Simpson; reserve, J. Lorimer. W. Henderson has been selected to act as referee.

Next Tuesday evening, June 5th, a concert, followed by a laughable little comedy in which some well known local amateurs will take part, will be given, by kind permission of the officer commanding troops, in the Fives Court. Work Point barracks, for the benefit of St. Joseph's church at Esquimalt, of which Rev. Father Nicolay is pastor. On Thursday, June 8th, the same concert and comedy will be repeated in the institute hall, View street. Already the tickets on sale for the performance at the Work Point barracks have been larger than was expected, and show the high esteem in which Father Nicolay is held by his military and civil friends.

The Victoria Transfer Company will have their new tally-ho out in a few days. The one in service last year, after which the new one is patterned on a smaller scale, has already been in much demand this year, and the company expect to keep both busy during the coming season. The new vehicle will be well adapted for party purposes, and will doubtless be engaged quite extensively in this work.

An ideal investment is what people are looking for. But what is an ideal investment? In the first place an ideal investment must be absolutely safe, without this no investment is worthy of a moment's consideration. Secondly, it must be free from taxation that saps of net returns. Thirdly, it must earn a good rate of interest. Fourthly, it must be guaranteed for a long term of years. The 5 per cent gold bond issued by The Mutual Life of Canada is just such an investment. A. B. McNeill, special agent; R. L. Drury, manager, 34 Broad street.

At the Nanaimo Asiles yesterday, the jury, after two hours' consideration of the evidence against Southin, accused of indecent assault, failed to agree. The defence was to the effect that the story against the prisoner was one concocted by Miss Trumper, the lady in the case, and A. C. Thompson, formerly of the Ladysmith Recorder. The jury was discharged. The crown prosecutor, H. Dallas Holmick, K.C., moved to postpone the case to the next session, as he did not think it advisable to traverse the case at this sitting. It is probable that the case will not be dropped.

Yesterday afternoon the funeral of Henry Hall took place from the family residence, Douglas street, at 2.15, and at 2.30 o'clock at the Centennial Methodist church. Impressive services were conducted by Rev. J. P. Westman. A number of appropriate hymns were rendered by the choir, which was in attendance. Among them were "Jenna, Lover of My Son" and "Rock of Ages Cloft For Me." There were many beautiful floral tributes. The following acted as pallbearers: Frank Dover, George Holt, Edward Parsons, Thos. Hammond, Harry Croft and Wilford Gibson.

As mentioned in another column, a city league lacrosse match will be played between the Victoria West and Star teams to-morrow evening at Oak Bay grounds. The personnel of the respective teams follows: Victoria West—Gosk, R. Stevens; points, H. Jenkinson; cover point, E. Lyall; 1st d., A. Stevens; 2nd d., W. Battersby; 3rd d., C. White; center, F. Baker; 3rd h., G. Roller; 2nd h., B. McGinnis; 1st h., T. Crawford; outside home, F. Jacobson; inside home, H. Monteith. Stars—Goal, Dempster; point, Taylor; c. point, Richmond; 1st d., Finlaison; 2nd d., Temple; 3rd d., Laing; centre, Gawley; 3rd h., Houghton; 2nd h., McLaughlin; 1st h., Rhoades; outside home, Stewart; inside home, Simpson; reserve, J. Lorimer. W. Henderson has been selected to act as referee.

Next Tuesday evening, June 5th, a concert, followed by a laughable little comedy in which some well known local amateurs will take part, will be given, by kind permission of the officer commanding troops, in the Fives Court. Work Point barracks, for the benefit of St. Joseph's church at Esquimalt, of which Rev. Father Nicolay is pastor. On Thursday, June 8th, the same concert and comedy will be repeated in the institute hall, View street. Already the tickets on sale for the performance at the Work Point barracks have been larger than was expected, and show the high esteem in which Father Nicolay is held by his military and civil friends.

The Victoria Transfer Company will have their new tally-ho out in a few days. The one in service last year, after which the new one is patterned on a smaller scale, has already been in much demand this year, and the company expect to keep both busy during the coming season. The new vehicle will be well





# Story of The Times

Celebrates Its Majority With This Issue—How It Sprang Into Being.



THIS issue marks the twenty-first birthday of the Times—its majority. It has passed through the trials and tribulations of infancy, childhood and youth. It has vanquished the thousand and one foes that ever arise in the path of newspaper enterprise. It has stood bravely by its guns through innumerable crises, and to-day it is stronger, larger and more influential than at any time in its history.

The Victoria Daily Times first saw the light under the clear skies of the afternoon of June 9th, 1884. It was received much as conservative Victoria at that time received all strangers—with considerable reserve and a haughty inquiry as to bank account, connection and credentials generally. Its quarters were established in a modest little structure on Government street, where, with the limited plant at the disposal of its promoters, it was issued each afternoon, as full of news and matters of interest along general lines as it was possible to cram into its four pages. The Times did not project itself before the calm, critical, scrutinizing gaze of British Columbia's capital with a fanfare of trumpets. It did not come forth with a whoop and a yell like those ephemeral journals whose energy and intelligence are exhausted in the first few issues, and whose substance soon becomes atrophied beyond all hope of restoration. On the contrary, its advent was decent, dignified and moderate, as the salutary leaders here appended will show:

"The Victoria Daily Times enters upon the duties of its mission this afternoon with a conscious feeling of hope that the people of this province are ready to tender it such meed of patronage as it may deserve. It will try to acquit itself with fidelity to the trust with which it is charged; it will earnestly adhere to the promises it makes, and which it will endeavor faithfully to perform. Devoted to the general welfare, it will be in sympathy with the honest aspirations of the people, whose best interests it will study to comprehend and tenaciously watch. Whatever it may have to say on any subject, or which ever side it may deem proper to take on any question, will be as fairly stated as it can do so—and its opinion will be given in unmistakable language, plain and truthful, without distortion or any attempt at dissimulation, so that the meaning cannot be misconstrued or any uncertainty attached to it. It will always have the courage of its convictions; its course will be straightforward and fearless, governed by every consideration of duty and honor, and by what it believes is consistent with the character of the people. Its tone will be manly and dignified, and its business will be conducted with energy, system and courtesy. To fully meet the requirements of the public and to strengthen its position of usefulness in this community, the management of this paper, at great expense, has purchased from the Western Associated Press the exclusive afternoon franchise for Victoria, which entitles this paper to receive the day dispatches specially forwarded for its columns. All

matters of public interest, whether pertaining to the Dominion or to the province, also those of a more local character, will receive full consideration, and be treated with fairness and impartiality. Internal improvements of every description, whether of a public or of a private nature, whatever in fact will assist new enterprises which will tend to develop the resources of any part of the country, will be strenuously advocated and fostered. Speedier and far more frequent communication, with regular and more extended mail service throughout all parts of the province being necessary, and most powerful auxiliaries in the rapid settlement and opening up of remote and isolated sections will secure the full measure of attention their great importance demands.

"It will not work merely for the interest of Victoria, but those pertaining to any, even the most distant parts of the province of British Columbia, will be presented in these columns with equal care and prominence, knowing that whatever may benefit one portion of the country must necessarily be of advantage to the whole. It will aim to elevate and protect the people; it will try to assist in the reform of abuses from which they may suffer from the hands and by the wiles of unscrupulous men. No outrage and injustice will be permitted without prompt exposure and stern condemnation. The weak need never appeal to the Daily Times in vain, nor will the backs of those who deserve the lash be spared through fear or favor. Neither friendship nor grievances of a private nature will be allowed to influence either the inserting or withholding of any article. It will take deep interest in the progress of the young and their educational advancement. It hopes to be welcomed into every family, as it will contain much that must prove interesting and useful in every home, where the higher and more practical life education is instilled into the minds of the youth, and which they cannot secure in schools and colleges. Nothing will be left undone in trying to produce a newspaper readable, reliable and worthy of the confidence and patronage of every intelligent person. The public are respectfully solicited to lend a willing aid to the efforts that shall be put forth to make this a representative, progressive and influential journal, which must be respected and commended by every right-thinking member of this community, and by every impartial reader wherever it may reach."

"The relative position of the party with the reins of government in hand at the present time, to the one not in power, on the questions dear to the people, and in which they are most deeply interested—the policy either party advocates—integrity or ability of the men who constitute the leaders, all are alike new to the Victoria Daily Times. It will take every means to properly and intelligently understand them—and trusts it will always be able to discriminate the right from the wrong, and be found on the side of those men who will work for the best measures. It knowing neither political faction, will therefore be in a better position to criticize the actions of either. While it believes a good institution and well-framed laws are in themselves excellent to have, yet very much depends on whose hands their administration is intrusted. It believes that the government of a people, in the highest degree, reflects the collective character and intelligence of the governed, that it will either be dragged down to their level or become

elevated, enlightened and progressive, that with the same certainty and consequent results as the law by which water

## BUSINESS STAFF

THOMAS E. STENHOUSE

J. W. LEITH

J. A. WILDE

JOHN NELSON

HON. W. TEMPLEMAN P.C.  
PRESIDENT TIMES COMPANY

H. P. MCINTYRE

C. P. SHELDON

J. JONES

J. CLARK

D. L. THOMPSON

Photos by Skene Lowe.

several years ago was overlooked, and last year its management put it through the legal formality of the winding-up process, and entered upon another era of activity which will not expire in the life-time of any member of its staff.

The first editor was Thos. Gardiner, an Englishman who had gained some journalistic experience on the Sacramento Record, and who came to Victoria highly recommended. Mr. Gardiner was a good newspaperman, but his lack of knowledge of Canadian affairs was eventually found to be a serious handicap. He began the editorial career of the paper most successfully, and it was no weakling. It sprang into the ring with perfect assurance, and was always prepared to try conclusions with all comers.

It "caught on" with the public almost at once. It was fearless and independent, two qualities the people appreciated, especially at that time. It was untrammeled by any connection with the ruling cliques, and struck right and left at abuses, procuring the remedy of grievances and pressing for reform where reform was needed.

There were in the days preceding the inauguration of the Times two morning dailies published in Victoria. These were the Colonist and the Standard, the former representing the more Conservative element of the population. The Standard, while avowedly Conservative in politics, had among its following those whose tendencies were of somewhat radical hue. It was out of these progressives that the present Liberal party of the city received a majority of its early recruits. The fight between those two morning publications was always tropical. The most contemptuous thing the Standard could say about the Colonist was that it was the hireling of the Grits. This wild accusation, according to tradition, was based upon a visit of Mr. Edgar, who, it was alleged, came West as an emissary of the Mackenzie government to try to induce the province to agree to a change in the terms of Union before any attempt had been made to fulfill its conditions. The Colonist, it appears, supported the change in opposition to the majority, and received full in its face the staggering charge of being guilty of the heinous offence of being a Grit.

The truth is there were no outspoken Liberals in those days, and there was no newspaper advocate of Liberalism. To describe oneself as a Liberal in politics was to bring down all sorts of reproach. But the pioneers of the party braved all the scorn that the haughty Tories, who then ruled in full sway, could hurl against them, and lived to see the principles for which they contended triumphantly vindicated. There was indeed little to indicate that this was part of Canada until the advent of the Times sounded the first strong, clear national note.

Among the circumstances surrounding the establishment of the Times there is an interesting little story, which, while known to many on the inside, has never appeared in print. Upon the elevation of Hon. G. A. Walkem to the Supreme Court bench in 1882, the Walkem-Beaven government was minus its attorney-general. To supply the vacancy, Roland Hett, a Victoria barrister of prominence, sitting for the district of Esquimalt, was invited by Premier Beaven to join the ministry, and he did so. When seeking re-election he was opposed by Hon. C. E.

Pooley, the present Speaker of the legislative assembly. There was a hot contest, and on the evening of polling day it was announced that Mr. Hett had been returned by a majority of only two votes. A recount was demanded, and took place before Mr. Justice Gray. It converted the majority of two into a minority of one. Mr. Pooley accordingly took his seat. The government, which had been operating on a very small majority, was defeated through its determination to have a drydock constructed at Victoria in opposition to the wishes of the Mainland members, and the Smythe administration entered into power.

It was about this time that a letter appeared in the Standard reflecting seriously upon the judge before whom the recount took place. The editor, according to the custom of those days, was hailed before Chief Justice Beable. Now the spectacle of a newspaperman, with anything like notions of independence in his make-up always threw the venerable judge into a condition approximating fury, or as one member of the fourth estate put it: "Like a tiger at raw meat time." The learned counsel for the prosecution, in opening the case, made some remark about the author of the libel being brought before the court when the judge thundered that he did not care a fig about the author. The man he wanted to deal with was the "hound" who published the libel. It did not "look good" to the editor; in fact he was badly scared. He asked for an adjournment, and sought the advice of his solicitor. The latter, who was a strong opponent of the Beaven government, which the Standard supported, advised the editor to throw himself upon the mercy of the court, and make such amends as might be required. The prosecution demanded the name of the author. Tell it not in Guelph, but the name that was given was Roland Hett. The case was crucial in many ways. The editorial sanctum sanctorum, the citadel of good faith, had surrendered, and the Standard was doomed. It had killed its party, it had ruined Mr. Hett, it had lost its friends and its prestige was gone. Moreover it was not considered sound on the Chinese question. The actual owner of the paper possessed considerable property in Chinatown, and the Colonist, the rival morning journal, in season and out of season, never wearied of charging that it was the revenue of the Chinese tenants that sustained the paper following upon its decline in circulation. Thus between the onslaughts of vigorous and none too scrupulous enemies, and its own inherent weakness and mistakes, the Standard became useless as a party advocate, and the Times arose to take its place. It is true the Standard made an effort to hold its own as an evening paper, but the public stood by the Times, which eventually announced the demise of its "esteemed contemporary."

The Times did not run very long before it grew into an eight-page paper, publishing in connection a weekly, and more recently a semi-weekly. Its quarters on Government street became inadequate, and a move was made to a building on Yates street, where the head office of the B. C. Electric Railway Company now is. But before very long these premises were found to be too cramped, and a new home was erected for it on Broad street—a commodious three-story brick structure,

## EDITORIAL STAFF

ROBERT DUNN  
EDITOR

BEN C. NICHOLAS  
CITY EDITOR

JOHN MINTO  
NEWS EDITOR

OSCAR LUCAS  
REPORTER

O. H. NELSON  
REPORTER

ROBERT DUNN JR.  
REPORTER

finds its own level. An intelligent people will be well ruled, while the ignorant will be corruptly ruled, is a moral as well as a political axiom."

The chief promoter and financier of the enterprise was John Grant, who at that time represented the district of Cassiar in the provincial legislature, and was subsequently member for the city of Victoria as well as mayor for four consecutive terms, a signal distinction in itself, and one that none other has attained. With him was associated Hon. Robert Beaven, who was to have directed the political policy of the paper, but whose untimely illness, a few months after its start, deprived the editorial department of an able and wise counsellor. Dr. G. L. Aitken was also an early shareholder. Both he and Mr. Beaven are still residents of Victoria, and while not so actively engaged in public matters as of yore, are just as deeply interested in all that pertains to the welfare of the place.

Also identified with this paper in its babyhood were a number of others of less prominence, whose connection was so indefinite that mention of their names is unnecessary. Subsequently the late J. C. McLagan assumed the editorial management of the paper, and subscribed for shares equivalent to about a third interest, which, upon his resignation prior to his establishment of the Vancouver World, he sold to H. A. Munn. The latter, who by the way is still prominently identified with the commercial life of Victoria as well as of the great Yukon country, disposed of his interests to William Templeman, now Hon. Senator Templeman, who also acquired the shares of the other stockholders, and became sole owner of the paper, whose destinies he still controls.

But all honor to whom it is due. In the actual organization of the enterprise the predominating and inspiring personality was John Grant. Jovial and perennially courteous, big of frame and heart, he was always on hand with that vital requisite, capital, and was every ready to the rescue when the journal got into a tight place. The Times Printing & Publishing Company was duly incorporated in 1885, its official life being fixed at fifteen years. There is nothing so precarious as the existence of a young newspaper, as many unsuccessful promoters have discovered to their cost. It may spring up in the morning like a plant full of lusty life, it may flourish in the noon time in plenary meridian splendor, and wither sadly away in the eventide, when the sun of its resources sets behind the hills. This fact probably entered into the consideration of the promoters of the Times when they decided to do or die for at least fifteen years. Inadvertently the circumstance that the paper's official lease of life terminated

## ENGRAVING DEPARTMENT.

E. L. EWERS  
ARTIST

H. D. MCCURDY  
ENG. DEPT.

E. L. O'NEILL  
ARTIST

J. L. LINGO  
ENGRAVER

E. L. COLE  
ENG.

Photos by Skene Lowe.







# Victoria's Charms as Tourist Resort Unsurpassed in The Continent



ONE OF VICTORIA'S CHARMING HOMES.



THE question in Western Canada today is not so much how to make a living, as where to make it. The man who can settle in a locality possessing a mild, temperate climate, excellent educational and social advantages, magnificent scenery and abundance of game and game fish, and where the opportunities of making a good living are the same, if not better, than in districts where these conditions do not exist, would be extremely foolish not to choose such a country.

Victoria, B. C., Canada, the most Western city in His Majesty's Dominion, is acknowledged to be one of the most beautifully-situated places in the world. It has a climate that cannot be equaled in any part of Canada, and in

was from there that the first Canadian ships sailed for the Klondike, a few years ago, and today much of the trade is done from there. The stores of Victoria are as large as those of cities three times its size, and it is the cheapest place on the coast in which to "shop."

## CHURCHES, SOCIETIES AND CLUBS

Victoria has a church of almost every denomination, while all the fraternal societies are represented. There are three or four very good social clubs, and one of the finest amateur athletic clubs in the West. The public schools are a credit to the city, and enjoy the confidence of the people. There are also several fine private colleges. Those desiring a high-class musical training can secure it in Victoria.

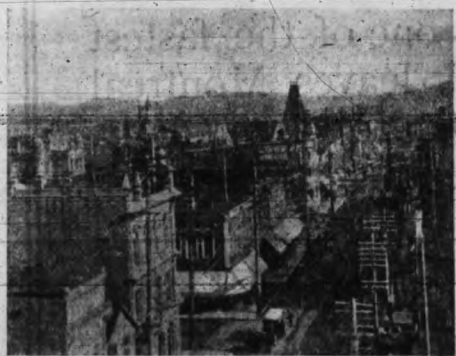


JAMES BAY, SHOWING CAUSEWAY-PARLIAMENT BUILDINGS.

few places in the Old Country. During the last two or three years its fame as a delightful resort for those on pleasure bent, and as a residential city has attracted thousands of visitors and many prominent residents from all parts of the Empire and the United States, and without doubt, it is becoming the great recreation and pleasure resort of the Pacific coast.

## THE FOUNDATION OF THE CITY

was laid in the forties when the Hudson's Bay Company established a fort



GOVERNMENT STREET, VICTORIA'S MAIN ARTERY.

first called Fort Camosun, then Fort Albert and afterwards Fort Victoria. It was at Victoria that the miners camped when bound for the Fraser river in the '50s. It was there that the terms of Confederation were approved, and the great undertaking of building the C. P. R. through to the coast first mooted. It

and that it is within easy reach of a thoroughly up-to-date and charming city, and other places on the Mainland of British Columbia and the United States; we wonder that more of the settlers who have come into Western Canada during the past few years have not found their way to the districts around Victoria.

## VICTORIA AS A HEALTH AND PLEASURE RESORT

It is only recently, perhaps, during the past three years, that Victoria has come to the front as a tourist resort, pure and simple, but it is now recognized as the foremost one on the North Pacific Coast. One of the chief factors in the development of the city as a resort is undoubtedly its climate. The marvellous beauty of its surroundings has also done a great deal towards attracting the tourist, and so it should, for it is admitted by all experienced travellers that its situation is unsurpassed in any part of the world.

The scenic panorama as you approach this queen of resorts is one never to be forgotten. The eye of the tourist, as

benches are beloved of campers, and the far famed Gorge at the head of Victoria Arm—a natural reversible waterfall—all are places of interest to those who visit Victoria. During the summer months there are daily excursions in steam launches, by rail, by steamer, and by trolley to the numerous islands and resorts which surround the city.

## FRUIT GROWING

Fruit growing offers one of the best openings for people of small means who wish to employ their time in a pleasant occupation. During the writer's last visit to Whistling a large fruit dealer said: "If you can sack your fruit as they do in California, your district can capture the whole Western Canadian market. It has the finest texture and flavor of any fruit coming into this country." The provincial government has been

places that have not half the advantages of Victoria. All that is wanted now is the advent of newcomers, who are expert at the business, to avail themselves of the opportunities that exist, and to go into the business upon expert and practical lines, and Victoria will be the centre of one of the best and most profitable fruit countries in America.

## OPPORTUNITIES OFFERED IN POULTRY RAISING

There is scarcely less opportunity in poultry raising than in fruit culture, and the causes that have prevented this from becoming known to the outside world are the same, namely, an utter absence of advertising. In fact it is doubtful yet whether there are many people in Victoria and surrounding districts that really compared the enormous possibilities



VIEW OF GORGE, BEAUTIFUL SPOT NEAR VICTORIA.

chanted, as he may have been, with the marvellous scenery along the railway through which he has passed, always rests with wonder and delight, as the steamer glides noiselessly towards this city of the golden west, upon the passing view of emerald like ocean, usually as smooth as polished glass, verdant-clad hills and snow-capped mountains spread beneath a canopy of azure sky fringed with fleecy clouds.

Arriving at Victoria, one is immediately struck with its charm of situation. Standing on a bold promontory that juts out from Vancouver Island like the index finger of a hand, its high cliffs gently washed by the waters of the Straits of Juan de Fuca, the shore line broken by high rocky bluffs, sheltering innumerable small bays with sandy beaches, from which superb views of the snow-capped Olympic range of mountains and of the Lordly Mount Baker are almost always obtainable, it is indeed an ideal situation.

It has been described as a "bit of England on the shores of the Pacific," and, as such, is proving of immense interest to those visitors who have been fortunate enough to discover it, many of whom would find it altogether impossible to visit England. It has always been recognized as a city in which life is worth living.

Aquatic and field sports are indulged in very freely by the young people of the city. In fact, there are few cities of its size on the continent that can compare with it in this regard. Splendid driving, motoring and cycling facilities are features of life in this city of the Canadian Far West. The Ocean Avenue beach drive, about eight miles long, is one of the finest marine drives in the world. Nowhere in the West is there the opportunity for "motoring" that is offered by Victoria's splendid roads, and in the near future, especially after the construction of the new tourist hotels, new in course of erection, in addition to the excellent ones now possessed, Victoria will be the fashionable resort of almost all the people on the Pacific Coast who own their own automobiles.

## MANY POINTS OF INTEREST

The naval station at Esquimalt, Beacon Hill park, with its zoological collection, fine recreation grounds, beautiful walks and drives; the parliament buildings, a stately pile costing over one million dollars, and the most beautiful structure in Canada; three splendid museums, containing fine collections of animal, mineral and agricultural specimens; Oak Bay, where the broad sandy

but for apples, plums, cherries, pears, strawberries and raspberries, there is no finer country on earth.

The experimental stage in fruit culture at Victoria has been passed. It has been demonstrated that there are certain varieties that can be grown to as fine a stage of perfection as possible, that there is a market which can absorb all that can be grown, at a splendid profit, and that there is any amount of the finest land for the purpose at prices that are more reasonable than is asked in

dealer alone imported into the city during a portion of last year one hundred thousand dollars' worth of eggs. There is no more conclusive testimony to the splendid opportunities that are offered at Victoria for this industry to people of limited means and ordinary business capacity.

It might not be out of place here to mention that there are numbers of localities around Victoria adapted for poultry ranches, which can be bought at much lower figures than can be obtained near any other city of any size on the Pacific Coast. Almost every real estate agent in the city will be able to supply a list, including some of these desirable properties.

## DAIRYING

The farmers in the districts around Victoria have won a high reputation for dairying. The erection of a creamery within a few miles of the city several years ago gave a decided stimulus to this important industry, which is now increasing in extent in a very satisfactory manner. The creamery is built upon the cooperative basis, the different farmers subscribing for shares, with the result that the enterprise has been found both beneficial and profitable. It has one hundred and twenty patrons, and the number is constantly becoming larger. Last year it turned out 154,051 pounds of butter, and distributed among its patrons \$38,004.46. A much greater amount in both particulars is anticipated for the present year.

The constituency consists of not only the districts immediately adjacent to



ONE OF VICTORIA'S CHARMING HOMES.

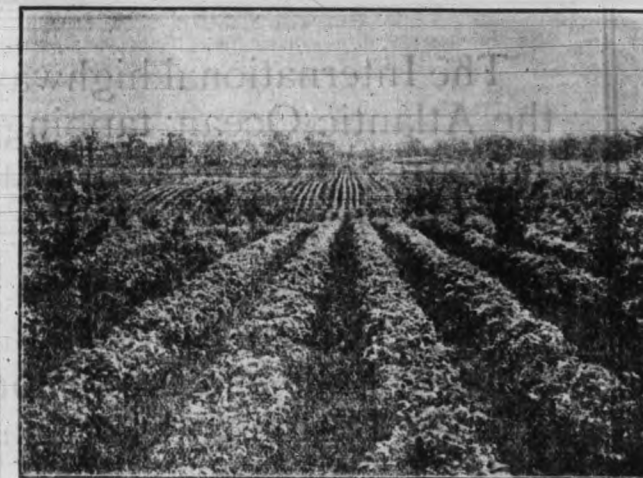
Victoria, but those beyond, including some of the neighboring islands in the Gulf of Georgia. This city affords a ready market for the output, which is regarded on all sides as of the very highest quality.

## VICTORIA'S CLIMATE

Much has been said and written, since the inauguration of the tourist movement in Victoria, of the advantages which the city possesses in temperature and rainfall in comparison with other cities in Canada, and even with those of the North Pacific coast, but few people have really any idea of how great these advantages are. It is one thing to state that we have the most temperate climate on the Pacific coast, or in Canada, in summer and the mildest in winter, and it is another thing to prove it by figures. The same may be said of the smallness of our rainfall in comparison with that of the cities of the coast north of San Francisco.

The Tourist Association has endeavored since its inauguration to impress upon the people in outside cities, especially those in parts of the country where the

thermometer varies from 110 degrees in the summer down to 00 degrees (below) in winter, that the city does enjoy a mildness of climate which should be attractive to them, and to convince our own people of the immense value to the city of having such a climate. The particulars published, however, have been more or less fragmentary, and while showing the advantages of our climate during one portion of the year, the exact figures for the year round have not before been published. In order to give the desired information to a very wealthy gentleman, who contemplates spending next winter in our city and has written for particulars of our winter climate, Mr. Baynes Reed very kindly supplied the following particulars of our climate for last year:



FIELD OF STRAWBERRIES NEAR VICTORIA.

Meteorological Statistics.		Meteorological Office.	
Canadian Meteorological Service.		Victoria, B. C.	
Central Office, Toronto, Ont.		March 15th, 1905.	
Pacific Coast Division.		—PRECIPITATION—	
		(Inches) (Inches) (Inches)	
1904—Month.		Highest.	Lowest.
January	53.1	27.7	41.06
February	49.3	24.5	30.63
March	52.0	27.8	40.08
April	70.6	33.3	50.55
May	73.2	39.2	52.46
June	19.9	43.2	55.83
July	82.3	49.0	60.20
August	82.2	45.3	50.04
September	73.4	42.9	57.19
October	60.2	42.2	52.42
November	60.0	33.9	49.05
December	53.6	28.2	41.74
Means and Totals	60.82	36.57	50.18

It will be noticed that in the whole of last year there was no register lower than 24.5, and even in the early morning we have never had more than 10 degrees of frost, and in all our winter months we have never had a lower average temperature than 39.3. The figures on rainfall are particularly interesting and very gratifying, showing that we have a much smaller rainfall throughout the year than any of the great tourist resorts in England. When we compare this climate with that of California, the greatest

tourist resort in America, and know that the year round there is scarcely such a thing known here as an enervating day, and that the average man can stand this Northern climate better than he can the one at the south of us, Victorians ought to realize that one of the greatest assets we have in building up Victoria as a city of homes and a tourist and vacation resort—for summer and winter is our climate, and that it has an immense financial value. We can do nothing better than to publish these facts to the world.



FARMING SCENE FEW MILES FROM VICTORIA.



VIEW FROM MT. TOLMIE, JU ST OUTSIDE OF VICTORIA.



# The New National Highway

BY CY. WARMAN, AUTHOR OF "THE STORY OF THE RAILROAD." ETC.

**A**n advertisement appearing in a Winnipeg paper promises to put perspective purchasers of farm lands "right on the line of the Grand Trunk Pacific."

I wish now I had looked that land man up, for I find here in Montreal no man knows, "for sure," just where the line will run.

However, for the purpose of this sketch, we know pretty well what kind of a country it will pass through. We know, also, those of us who are of the West, that a railway built into a new unsettled country must expect to wait for dividends until men come in, plough, plant, sow and reap. That has been the history of other lines, but things are changing. Free homes for the homeless will, within a few years, be a thing of the past. The rush for homesteads will begin the day the builders of the new transcontinental line let contracts. The day the contractors set stakes for the grade, that day the homesteader will stake his claim. That day the "American" farmer, with money in his clothes, will buy his section or quarter section, and when the builders break ground for the grade, the farmers will begin breaking prairie, and long before the first iron horse neighs they will be ready to ship wheat, and that's why the Grand Trunk Pacific promoters are so sanguine.

Another reason why the Grand Trunk Pacific will come into its own early in life resides in the fact that no railway crossing the continent taps such vast and

fertile fields, so absolutely its own. No other line has ever been built through an undeveloped country that was so rich in natural resources and that promised so much in the immediate future.

West of Winnipeg, the natural gateway of the West, it will run for a thousand miles through a country of whose riches even the natives until now have not known.

Along this new national highway, on a strip of twenty miles wide, thousands of houses will be built, and that is why the Dominion government risked its political life on the new road. Out of this twenty mile strip, a thousand miles long, there will flow a ceaseless stream of wheat. From the great Saskatchewan valley, over this almost level line, ten years from to-day twenty million bushels of wheat will be going annually to the lakes and millions of dollars' worth of beef and barley, hogs, horses and horned things, and that's why the men of the West walked up to the polls last November and voted for the Grand Trunk Pacific. That was a great public endorsement of a public enterprise.

The seers say this continent is coming into a panicky spell, that we have not really been as prosperous as we think we have been, and that a lot of our wealth is nerve and south wind.

If that be true, then the building of this great transcontinental road will be a godsend to Canada. The building of the line alone will keep the country busy and prosperous for five or six years, and

all the while the new farmers in the new fields will be shouting for reapers and mowers and threshing machines, and when the road is finished there will be work in the wheat lands for all who want to work. There should be no "unemployed" in Canada, and no poverty, for the next decade, at least.

The scientists say the Northwest is entering upon a long dry spell, that the grass will wither and the cattle die. Well, there have been dry spells in the Canadian Northwest, but never north of the new national highway. Once in a while it rains too much, and the wheat keeps on growing, but I failed to find, in three months' travel in the Northwest last summer, a single man or woman who had known a dry season, say, two hundred miles north of the boundary, and I found farms that had been cropped eighteen, twenty and twenty-five years. And that is why the Grand Trunk Pacific will always have something to haul out, and by the same token the mixed farmer will always have something to sell. Take it year by year, and there is no safer soil for the farmer to farm than is to be found in Assiniboia and Saskatchewan. Within a few years, when vast reaches of these wild lands are brought under cultivation, changing the temperature of the soil and so of the whole region, the dread of frost will disappear as it has on the Portage Plains.

The building of the new line means more to Winnipeg, perhaps, than to any other Canadian city, despite the fact that she stands, not in the centre, but

only at the edge of the field. She is by no means in the middle of the "Bread Basket," but she is, without a doubt, the door to the granary. Even if you were to try you could not get by Winnipeg, the most prosperous, promising and important commercial centre in the Dominion, if future possibilities be taken into account.

The Eastern section, it has been said, will run through a lot of bogs and bad land, but within the past two years some 2,000 homesteads have been taken up in New Ontario, and two thousand farmers are carving farms from the forest, and getting fine crops. There is little doubt, now, but the great clay belt north of Nipissing will become a famous farming district within the next ten years.

But the new road will not have to wait for the farms to be cleared. The products of the great forests, the fishing, the fur trade, not to mention "Temaugami," the greatest sportsman's paradise ever opened on this continent.

The reports, so far, from the government engineers have been encouraging, and the present indications are that the new line will have a much easier grade than had been expected.

Also, the Grand Trunk Pacific will cross the continental divide at a lower altitude by some thousands of feet than any other inter-mountain line. And beyond the divide, between the coast range and the Rockies, we shall find an interesting country, full of all sorts of surprises.

Some years ago a syndicate of adventurous capitalists, headed by ex-Premier Peters of Prince Edward Island, but hunting out of Victoria, sent a famous prospector into the north country. The reports he made were so surprising that his employers discredited them. Later the prospector died, another man was sent out, and he came back with wilder tales than they had heard, and declared that "Old John's" stakes were planted on all the tributaries of the Pine and the Fibiay. Already a Yankee syndicate are starting extensive cattle ranches between the two ranges.

When the Grand Trunk Pacific Co.'s steamers sail the Atlantic and the Pacific, it will shorten the circle about this rolling sphere by twelve hours' run or a twenty-four hours' sail. It will put a new crimp in the cosmos. Over its rails the restless globe trotter will, within the next ten years, be making a record run around the world. It will shorten the distance between London and Yokohama by something more than five hundred and fifty miles. It will bring the remotest colony one "sleep" nearer the Mother Isles. It will strengthen the Dominion in the Empire, enhance the value of Canadian securities and create new confidence in Canada, her people and her possibilities. She will now be known, if not as a nation, as a colony that can do things, whose statesmen have the foresight to follow the Star of Empire, and whose people have the patriotism to poll their approval of a great enterprise, acknowl-

edged by all to be a public necessity.

The mere announcement that ground has been broken will emphasize the importance of the Canadian Northwest, and give new impetus to the swelling tide of immigration that is flowing in from every country under the sun, whose people have the mental equipment to think and the energy to move.

That, when finished, the new line will be physically fit, goes without saying. A glance at the old Grand Trunk system to-day and the faintest recollections of what it was ten years ago will suffice. These are the men who are to make and manage the new line, the same trained railway men who have quickened the dead line.

From the little I can learn, I gather that the aim of the management is to locate first, then build. Millions of good money have been wasted building first and locating later. Other millions have gone up in coal smoke in a hopeless attempt to make these badly located lines haul freight at a profit in fair competition with properly located lines. One Pacific road has, within the past few years, spent something over fifty million dollars straightening track, and another is just now spending millions in correcting the errors of its early engineers.

One explanation is that these earlier transcontinental roads were rushed, that the primary purpose was to reach the Pacific. Not so with the new line. The men behind this enterprise know that their revenue will come from local traffic—the bulk of it—and that mile by

mile, as the road is opened, something will be earned. Their faith is in Canada, their hope in the Orient.

Aside from its freight traffic possibilities, the Grand Trunk railway system, when it bridges the continent, will have more acres of enchantment along its lines than can be claimed by the operators of almost any other railway in the world.

From the moment you leave the Atlantic seaboard, you will be riding through the romantic land of Evangeline. Then comes quaint old Quebec, whose history is one long fascinating romance.

North of Lake Nipissing lies a fairy land full of strange people, strange fables and weird legends. In the heart of the Hiawatha country, with all its enchanting stories, with rivers that run northward, and lakes that lie so still beneath the northern sky—lakes so crystal clear that, looking from shore to shore begins. And along these rivers and by these lakes, wild bands of moose and caribou, red deer and reindeer, roam, and in these rivers and in these lakes millions of the fish family frolic in the good old summer time.

West of the great wheat fields we find still another new and comparatively unknown country. Here, the future romancers will work out, and put into print the strange stories of the Hudson Bay country—the real tales as they are told by the old Indian trappers, the half-breed voyageurs and the frosty, foxy factors of the far Northwest.



## THE ONLY DOUBLE TRACK LINE IN CANADA

The International highway between Chicago and the Atlantic Ocean; tapping the principal industrial centres of Canada, and running through a country full of interest for the traveller, tourist and sightseer.

Fast through express trains between Chicago, Niagara Falls and New York, Toronto, Montreal, Quebec, Boston and Portland, Me.

Modern and up-to-date equipment.

Perfect roadbed—double tracked.

Polite employees.

Pullman sleeping cars on all through trains.

Elegantly equipped dining, cafe-parlor and library cars, serving meals a-la-carte.

Within a few hours' journey from Toronto the tourist or sportsman can find the ideal playgrounds of the "Highlands of Ontario," reached only by the Grand Trunk. It is a magnificent region for a holiday trip and is in just the out-of-the-way sort of a place that appeals to the lover of nature, the angler and the sportsman.

The Thousand Islands and rapids of the St. Lawrence River are also directly reached by the Grand Trunk Railway System.

"The International Limited," one of the fastest long distance trains in the world, leaves Montreal 9 a. m. daily; arrives Chicago 7.20 a. m. daily. Westbound passengers patronize this train, which is known far and wide as the

## FINEST TRAIN IN CANADA

When Coming East Take the Popular Route via Chicago

**CHAS. M. HAYS,**  
Second Vice-President and  
General Manager, Montreal.

**W. E. DAVIS,**  
Passenger Traffic Manager,  
Montreal.

**G. T. BELL,**  
General Passenger and  
Ticket Agent, Montreal.

**GEO. W. VAUX,**  
Asst. Gen. Pass. and Tkt. Agt., Chicago.

**H. G. ELLIOTT,**  
Asst. Gen. Pass. and Tkt. Agt., Montreal.



Practically no important discoveries were made until 1892, when the Nor Star mine was located. This and the Sullivan and St. Eugene mines were systematically developed in 1895, so it can be seen that organized development of the Iode resources of East Kootenay practically not more than a decade ago. But although the St. Eugene mine is the greatest lead producer in the province and there are other silver-lead mines



such as the North Star and Sullivan, it is as the sphere of activity of the Crow's Nest Coal Company that East Kootenay is pre-eminently noted.

These coal fields are in the Fort Steele division of the district and about forty miles north of the international boundary. Coal is said to have been discovered there twenty years ago, and development began in 1887. The company that now controls these fields was incorporated just eight years ago, with an authorized capital of \$3,500,000. The three big camps are known as Coal Creek, Morrissey and Michel. An out-coming of the extensive operations of this company was the birth and growth of the camp of Fernie, named after Wm. Fernie, one of the original promoters of the enterprise, which is now a bustling little town. From 1888 to 1903 inclusive, 1,885,242 tons of coal and 516,480 tons of coke were produced. This being the source of coal supply for the many smelters of the interior, the production of the interior is naturally carried on very extensively. The Crow's Nest Pass coal fields are tapped by two railroads, so that they have easy access to their markets.

It will be apparent, therefore, that East Kootenay is a mineral field of the first importance, and the present time it now enjoys in these two important

In the Nelson division, the oldest sub-division of West Kootenay, among the most important mines are the Silver King (Hall Mines) on Tread mountain, and the Morning Mountain group. In Ymir division there is the Ymir mine with its immense stamp mill. This property, while the principal is but one of a large number of ore producers in this district. But the most important sub-division of West Kootenay from a mineral standpoint, and the one which has attained the greatest prominence throughout the world, is the Trail Creek division, also known as the Rossland camp. A proof of the extensive manner in which operations are conducted there is afforded by the fact that the output last year amounted to 2,282,000 tons, as against \$1,200,000 for Nelson and about \$100,000 for Trail Creek division. All Trail Creek division has contributed about one-third of the total production of the whole province, its proportion being over 8,000,000 up to the end of the calendar year 1904. The principal mines are: To-1st, War Eagle, Central Star, Le Roi No. 2, Iron Mask, Rossland, Great Western, Rossland-Kootenay, Velvet, Jubilee, Giant, J. N. L., Evening Star, Seltzer, Monte Cristo, White Horse, Homestake, Miscellaneous. Next in importance in West Kootenay is the Shovelton district, the output of which last year was \$1,230,858. Among the mines in this district are the

ing machinery and supplies, inaccessible. Some high-grade gold-silver ore was sent out at considerable cost in 1893-4, but not a great deal of important development work was undertaken until 1896 and 1897, which years saw the initiation of the enterprises since extensively developed by the Granby and B. C. Copper companies. The opening up of these and other mines at length induced the Canadian Pacific Railway Company to extend its Columbia and Western railway from Robson, on the Columbia river, until now the tonnage is at the rate of considerably more than one-half of the year's total output of the whole province. The boundary country is famed chiefly for its copper production. Previous to 1900 the total tonnage of ore shipped from that section was only a few hundred tons. During the first half of the year the B. C. mine shipped about four thousand tons to the Trail smelter. The second half of the year saw an output of more than 29,000 tons. After that the tonnage increased rapidly each year until now it exceeds 2,000,000 tons, an overwhelming proportion of which is shipped by the mines of the Granby and B. C. Copper companies. Another district of which much is expected is the Similkameen, known to be rich in gold, silver, copper and coal. In the Ashcroft division Indians and Chinese recover a large quantity of gold

throughout the world for its great coal mines, and yet this is but one phase of its mineral wealth. Altogether this rich domain has produced considerably more than one-fourth of the total mineral output of the province, the coal of course predominating. The principal coal producing areas are at Nanaimo, and the immediate vicinity, Comox and Extension, a locality a short distance south-west of Nanaimo. The principal operators are the Wellington Colliery Company and the Western Fuel Company. Between them they produce more than a million tons a year. Coal measures are to be found in other parts of the island, notably on Quatsino Sound and Rupert Arin.

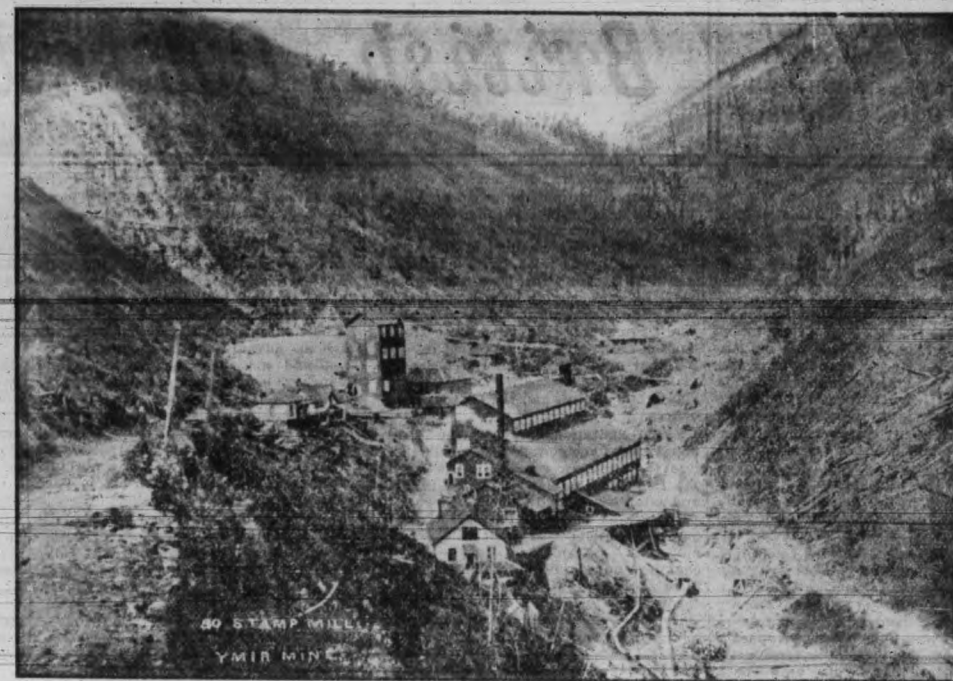
But while coal is king on Vancouver Island it is a goodly variety. There are the copper mines on Mount Sicker, including the Tyee, Lenora, Copper Canyon, Richard Hill; gold, copper and iron propositions on the West Coast in the vicinity of Alberni Canal and Barkley Sound, and several copper properties on Quatsino Sound on the north-west coast. It is known other islands on the coast share with Vancouver nature's endowment in mineral resources.

**Iron Deposits.**  
In this article, which, owing to the exigencies of space merely skims over the surface of British Columbia's mineral wealth, little mention has been made of the occurrences of iron ores throughout the province.

The chief importance attaching to the British Columbia iron deposits is that they are practically the only known occurrences of iron ore in a quantity on the northern part, at least, of the Pacific coast, and, consequently, iron manufactured therefrom would have the whole of such territory as a market. Very little pig iron, if any, has as yet been produced in any of the United States west of the Rocky mountains, except Washington, which state, however, is unlikely to become a very large producer of pig iron from ores occurring within its own borders, unless other deposits than those at present known be found.

As to the best location for an iron manufacturing plant to treat western ores, the chief market of the Pacific slope is comprised in the requirements of the western United States and of western Canada. The former is much the larger market and it is protected by a customs duty of \$4 per ton on pig iron smelted in other countries; but while this larger market at present offers an inducement for the establishment of iron works south of the international boundary line, it is handicapped by an import duty of 40 cents per ton on all iron-ores imported (at least 75 per cent, of the total supply), and by an inferior quality of local coals as fuel. On the other hand, if iron works were erected on the British Columbia coast, these would have the advantages of a home supply of ores and much better and cheaper fuel, besides the assistance of the bounties allowed by the Dominion on steel ingots, puddled iron bars and pig iron made in Canada.

That good merchantable pig iron can be produced from iron ore occurring on the British Columbia coast has already been effectively demonstrated. The Washington Geological Survey Report for 1901 contains an exhaustive treatise on the iron ores of Washington, in which, in connection with a history of iron manufacture in that state, mention



FAMOUS 80-STAMP MILL AT YMIR MINE.

some extent prospected. Prospectors claim to have found promising iron deposits in the mountains, a few miles north of Trail, and its occurrence near Fort St. George, Cariboo districts has also been reported. So far as the Mainland is concerned, though, much of it is densely wooded and little explored, so that future prospecting may be expected to result in discoveries of iron in places where it is not yet known to exist.

**The Lead Bounty.**  
The Dominion government's recognition of the importance of the lead industry as expressed in the bounty paid upon this mineral mined in Canada, has produced a stimulating effect upon the whole lead producing community. According to the enactment under which this assistance is given the amount to be contributed from the Dominion treasury shall be seventy-five cents per one hundred pounds of lead contents of ore mined. This operates for the term of five years, beginning July 1st, 1903.

The expenditure for any one year is limited to \$200,000, and if the quantity of lead in any fiscal year exceeds 33,333 tons, the bounty will be distributed at a reduced rate.

It is also provided that when the price of lead in London shall exceed £2 10s. per ton of 2,240 pounds, the bounty should be reduced by the amount of such excess, so that at about £16 it will cease.

Money disbursed in April, 1904. Under this stimulus the lead production has increased the returns for the first year of the bounty period ending June 30th, 1904, being:

	Pounds.
Hall Mining & Smelting Co.	14,042,688
Canadian Smelting Works	10,483,426
Total	24,526,114
Exported to Europe	2,257,614

Total	26,783,728
Or 13,391,864 tons.	
The bounty earned upon lead smelted at home was	\$183,946 85
Upon lead exported	11,235 07
Total	\$195,281 92

A total of the bounty earned for the first year and a half of the bounty period ran about \$350,000.

It is interesting to draw a comparison between the conditions prevalent two years ago and now. Then the production increased at the rate of six thousand tons per annum. Now it jumps to the tune of thirty thousand tons.

The lead industry at Trail has been greatly enlarged, and is turning out both silver and lead of a degree of purity never hitherto attained upon a commercial scale. Lead pipe works are in operation at Trail and supplying western Canada; corrolling works (largely promoted by the Canadian Smelting Works) are under construction in Montreal, with a view to the supply of the Canadian market with pipe made from their own lead, an up-to-date smelter, backed by a powerful corporation, is nearing com-

Lillooet	31,288	34,583
Yale	3,707,532	4,190,281
Coast and other districts	1,300,674	1,179,235
Total	\$12,631,787	\$13,424,335

Coal and coke, Vancouver Island and Crow's Nest Pass	4,332,237	4,953,024
Other materials	531,870	600,000
Total production	\$17,495,954	\$18,977,359

There is a trite saying that figures do not lie and probably a simple table will tell more eloquently the story of B. C.'s mineral wealth than many columns of polished rhetoric. The following gives the total value of production in this province for all the years, including 1904:

Gold, placer	\$ 91,823,403
Gold, lode	31,451,866
Total gold	\$ 123,275,269
Silver	21,716,870
Lead	15,715,302
Copper	18,225,628
Coal and coke	68,274,893
Building material, stone, bricks, etc.	3,900,000
Other minerals	113,769
Total	\$226,201,831

The production of all minerals up to 1880 and that for each individual year since was as under:

1882 to 1889 inclusive	\$ 71,084,434
1890	2,098,803
1891	3,521,102
1892	2,978,539
1893	3,588,413



MINING IN THE LARDEAU DISTRICT.

branches of mineral development is bound to increase as new deposits are opened up.

West Kootenay heads the province in the production of mineral wealth, its output last year was nearly six million dollars worth of gold, silver, copper and lead. This district yielded about three-fifths of the total output of the metallic product of the province from 1885 to 1904, or more than \$49,000,000, to put it in round numbers. It covers an immense area and is divided into a number of districts, principal of which are Nelson, Shovelton, Ainsworth, Trail Creek, Lardeau, Trout Lake and Revelstoke. It is worth noting that their characteristic minerals are not generally similar. On the other hand the Rossland (Trail Creek) mines, as a rule, yield gold and copper, and Shovelton is noted for its silver and lead production. The Lardeau country, including the Trout Lake division, has gold as its most valuable metal in parts, while in others silver and lead yield its chief values.

West Kootenay is entitled to the further distinction of being well to the fore in the establishment of reduction works. The most important smelting works in the province are at Trail where the Canadian Smelting Works treats both copper and silver-lead ores, and produces pig lead and refined silver. There are also smelters at Nelson and Pilot Bay while at Ymir the largest gold stamp mill in the province, now supplemented by a cyanide plant, has for years been in operation. In the Shovelton there are numbers of concentrators, several of them new, equipped for saving zinc as well as silver-lead concentrates. Near Ferguson, in the Lardeau, a 20-stamp combination silver mill is at work, while a more recent installation is the big concentrator the Rossland Power Company has just completed near Trail. Then there is the Elmore oil process plant at Rossland, not a large plant, yet the first of its kind in Canada, and yet the more notable since it has demonstrated the practicability of successfully treating some of the lower-grade ores of the Rossland mines that it will not pay to ship to the smelters.

Payne, Shovelton, Ivanhoe, Monitor, Rambler-Cariboo, Last Chance, Reco, Ruth, Antoine, Idaho-Alamo, American Boy, Washington, Vancouver, Bosun, Fisher Maiden, Lucky Jim, Queen Bees, Wakefield, Hewitt, Capella, Jackson, Mercury, Red Fox, Republic, Sunstar, Wonderful, Comstock, and others. Several of them having concentrators have had these altered and improved for the purpose of saving the zinc as a by-product.

The remainder of last year's production for West Kootenay is divided among the other divisions, one of which, the Ainsworth division, producing \$100,023.

**Yale and the Boundary.**

Another big producing district and one that seems destined to push West Kootenay dangerously for first place is the big Yale district, whose production last year amounted to more than four millions of dollars. In this connection it is worth noting that while the official figures show a decrease in the output of West Kootenay there is a substantial increase in Yale. The latter district includes what is known as the Boundary country, the Similkameen (including the Okanogan) and Yale division (including Kamloops and Ashcroft), and the greatest of these is the Boundary country.

What of late years has come to be known as the Boundary country was, in earlier years, comprised chiefly within the limits of the Kettle River mining division, now divided into the Greenwood and Grand Forks divisions. The placer miners who worked Rock Creek and Boundary Creek in the early sixties were the pioneers of the Boundary country. In 1884, Camp McKinney had its beginning, and in 1896-7 mineral was discovered and locations were made near Boundary Falls and in what is now Copper Camp. But it was not until the early nineties that the properties that have since been leading factors in building up the mining industry of the district—first the Mother Lode and next the Old Ironsides and Knob Hill claims of the Granby Group—were staked. But the district was isolated, and, as regards the transportation of mining and smelt-

ing machinery and supplies, inaccessible. Some high-grade gold-silver ore was sent out at considerable cost in 1893-4, but not a great deal of important development work was undertaken until 1896 and 1897, which years saw the initiation of the enterprises since extensively developed by the Granby and B. C. Copper companies. The opening up of these and other mines at length induced the Canadian Pacific Railway Company to extend its Columbia and Western railway from Robson, on the Columbia river, until now the tonnage is at the rate of considerably more than one-half of the year's total output of the whole province. The boundary country is famed chiefly for its copper production. Previous to 1900 the total tonnage of ore shipped from that section was only a few hundred tons. During the first half of the year the B. C. mine shipped about four thousand tons to the Trail smelter. The second half of the year saw an output of more than 29,000 tons. After that the tonnage increased rapidly each year until now it exceeds 2,000,000 tons, an overwhelming proportion of which is shipped by the mines of the Granby and B. C. Copper companies. Another district of which much is expected is the Similkameen, known to be rich in gold, silver, copper and coal. In the Ashcroft division Indians and Chinese recover a large quantity of gold

from the Fraser and Thompson rivers by means of sluices and rockers, but very few white men are similarly occupied here. A dredging company, holding leases covering 35 miles of the Fraser river between Lytton and Lillooet, met with such encouraging results with one dredge that it has built a new dredge of latest improved style. Mineral claims in the Highland valley are attracting notice and considerable development is expected to be done. The largest exposures of ore are stated to be in the Transvaal Group. Values are chiefly in copper. In another direction, about 12 miles east of Ashcroft, some well-defined ledges, with values in gold, silver and copper, are being prospected.

Kamloops division, so far as mining is concerned, is to a great extent, still in the prospect stage, though recent developments and explorations indicate the extent of the mineralized area and point to future possibilities in the direction of important mining developments in this district. While up to the present time the principal centre of mining activity has been the Coal Hill section, situated three miles to the south of the town of Kamloops, there can be no doubt that the region tributary to the North Thompson river offers opportunities both to the prospector and the capitalist. The whole country north of Kamloops, for a distance of 100 miles, according to geological surveys, is mineralized. The territory is easily accessible both by trails and steamboat navigation, though, at the same time, prospecting is somewhat difficult on account of the worn-down character of the mountains and the superficial encumbrance of wash and timber.

Nicola has copper and coal in abundance, but lacks adequate transportation facilities.

For many years placer mining has been carried on in Yale, but the number of Chinese bar-miners is gradually diminishing and, consequently, the gold yield is lessening. Two or three hydraulic enterprises are in progress, with good prospects of success.

Vancouver Island.

Vancouver Island is celebrated

is made of iron ore from Texada Island, British Columbia.

It may be of interest to here note that the first furnace for the manufacture of pig iron in Washington began operation in the autumn of 1880. It was located at Irondale, on Port Townsend bay, about four miles south of the city of Port Townsend, within a day's steamer run of Texada Island. It had a daily capacity of 10 tons and was a hot blast charcoal furnace. It was operated for six months and then was replaced by a 50-ton furnace which, a few months later, was reconstructed and for years turned out a good grade of pig iron, until, in 1891, it was closed down. In 1901 Pennsylvania capital was interested in it, the Pacific Steel Company was organized to acquire and operate it, the plant was modernized and about \$100,000 expended on it, and in December, 1901, the manufacture of pig iron was resumed. Ores from Texada Island and from Hamilton, Skagit County, Washington, were used, mixed in the proportion of 700 tons of Texada ore to 50 tons of Hamilton ore. The Texada ore was arranged in large heaps and roasted to get rid of the sulphur and also to make it more easy to reduce in the furnace. The principal flux was limestone, and the chief fuel was charcoal, with a little coke from Cokedale, in Skagit County. Castings were made three times a day; that is, every eight hours. The pig iron was sold to the various foundries of Puget Sound, Oregon and British Columbia.

The occurrence of iron ore has been reported from various localities on the Mainland of British Columbia and on Vancouver and other islands on the coast. The only place in the interior where iron ore has been mined in quantity, and that only to the extent of between 3,000 and 4,000 tons, is at Cherry Creek, near Kamloops, where magnetite was sent during two or three years to Nelson for use as a flux in lead-smelting. Latterly the smelters have been obtaining their iron flux from some low-grade iron-ore mines in the Boundary district. At Bull river, Gray creek, and Kitchener (Goat river), all in East Kootenay, iron ore has been found and to

The Governor-General in council has power, if he deems it expedient to pay bounty at a lesser rate upon lead mined in Canada but exported for treatment abroad, and under this clause permission has been given for the export to Europe between April 1st, 1904, and June 30th, 1905, of lead limited to 11,000 tons in any one fiscal year, upon which bounty at the rate of 50 cents per 100 pounds will be paid.

There is also provision in the act for the payment of bounty upon lead recovered by processes other than smelting. The minister of trade and commerce is charged with the administration of the act, and the supervising officer for British Columbia is G. O. Buchanan, whose office is at Kaslo, B. C.

The history of lead mining in this province has been more or less chequered. It began with a small shipment from the Lanark mine in Illinois in 1888, and grew to an output of thirty-one thousand tons of metallic lead in 1900. In this year the operations were stimulated by a high London price, which was £18 per ton.

At the end of 1900 the American Smelting & Refining Company, apparently fearing an over-production, withdrew their barge from British Columbia, and with a steady decline in price in London, which reached £10 2s. 6d. in December, 1901, the lead output went rapidly down the hill.

The difference to the mine owner between £18 and £10 2s. 6d. is that he receives for his lead per 100 pounds, \$2.85 in one case, and \$1.49 in the other.

**It Was Low Tide.**

Low water mark in production was reached in the early part of 1903, the first receipts at the local smelters for the last five months amounting to 2,257 tons only, the bulk of this being the product of the Highland mine at Ainsworth. There were, however, during this period, shipments to the United States of a few hundred tons.

The attention of the powers that be at Ottawa was directed to the critical condition of the lead industry, and in 1903 it was determined to offer a bounty. The necessary legislation was passed and the

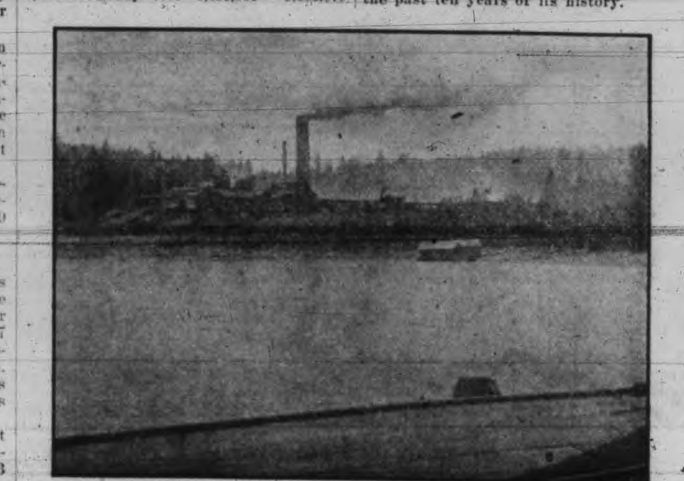
pletion at Marysville, with an ore body located out in the Sullivan mine, said to be capable of feeding a stack of 100 tons per day capacity for a long time; the St. Eugene mine then idle, is now employing 250 men, and reviving the drooping spirits of outside investors by a substantial dividend; the immense co-ordination mill of the Silver Cup mines at Ferguson is in successful operation; new concentrators in connection with the Alice mine at Creston and the Cork mine at South Fork, Kaslo; a 4,400 foot tunnel is under rapid construction by the Rambler-Cariboo—a work the successful outcome of which will add 500 per cent. to the value of the mines in the Sandon camp.

The output of the various main divisions of the province can easily be learned by glancing at the appended table.

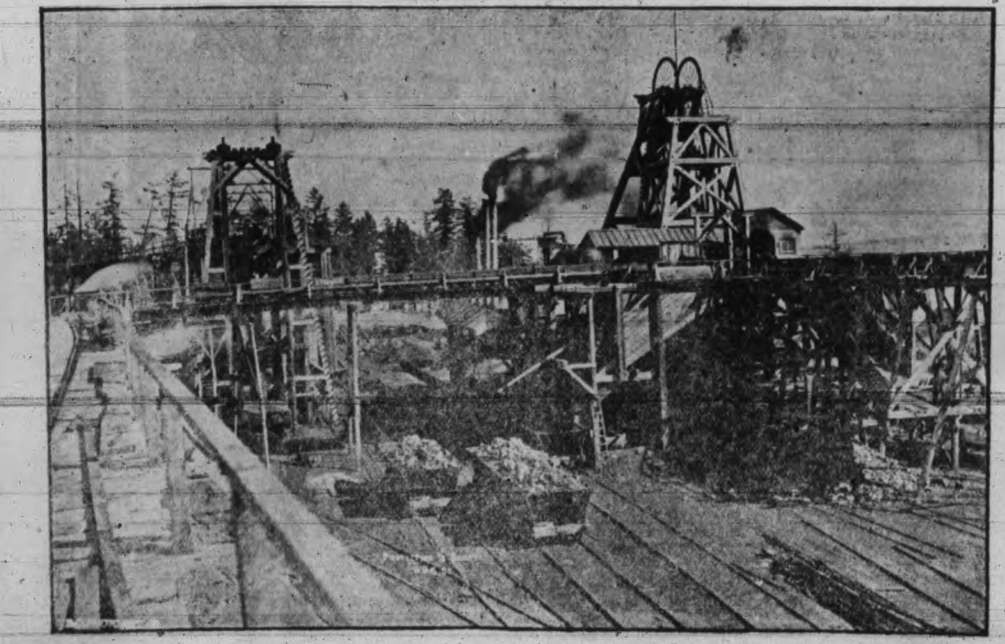
	1903.	1904.
Cariboo	475,290	474,000
Coastal	480,308	558,579
East Kootenay	128,797	1,180,197
West Kootenay	6,498,981	5,806,070

1894	4,225,777
1895	5,045,943
1896	7,507,966
1897	10,453,268
1898	10,906,861
1899	12,303,131
1900	16,344,751
1901	20,080,780
1902	17,481,500
1903	17,455,354
1904	18,977,359

Total \$226,201,831  
That the advance made during the ten years, 1895-1904, may be more appreciated, attention is directed to the fact that while the total production from 1892 to 1894, inclusive, was \$88,904,190; that for the ten subsequent years was \$137,297,052. It can readily be seen, therefore, that British Columbia's proud position among the mineral bearing regions of Canada is due practically to the great measure of development that has marked the past ten years of its history.



VIEW OF CROFTON SMELTER FROM THE SEA.



COAL MINING NEAR NANAIMO—PROTECTION ISLAND SHAFT.



Veritable Empire in  
Natural Resources—  
Its Progress Since Days  
of Discovery

# A Glance at Vancouver Island

Beginning to Attract  
Attention of all Parts  
of the World

**T**O SAY that this terrestrial ball has no richer field for the developing genius of man than Vancouver Island, may seem downright extravagance at first blush, but it is a fact. Where is there a domain to equal it in natural resources or climate? Within its boundaries can be found coal in inexhaustible quantities, copper in large bodies, iron, gold, silver, limestone and other materials that human ingenuity fashions into articles of commerce and use. Besides, it has timber and agricultural potentialities that are just waiting to be realized, and the water that wash its shores are the habitat of the finest food fish to be found in the world. Vancouver Island was first explored by Spanish navigators whose expeditions were equipped by the viceroys of Mex-

named Camosun, now Victoria, became its western headquarters.

Victoria was thus the first place of importance on the Island as it was in the province, but passing years developed that Vancouver Island, possessed a wealth of resources sufficient to support many other communities, which, like the capital, are now marching steadily along in the procession of progress. For a long time after the establishment of the headquarters of the Hudson's Bay Company at this city, Vancouver Island was practically under its control, but ultimately, as students of British Columbia history are aware, a representative colonial government was instituted to separately and independently preside over the Island's destinies, distinct from the government of the Mainland. Eventually the two became united and Victoria was fixed upon as the provincial seat of govern-

ment. And Extension, but there have also been discoveries at Hardy Bay on the north-west and Quatsino Sound on the north-west. Then there are deposits of copper carrying gold and silver values at Mt. Sicker, on the east coast; Sooke, San Juan and Clayquot on the south and west coasts, and at Quatsino on the north-west. Immense deposits of magnetic iron ore occur throughout the western and southwestern portions of the Island.

Gold was first discovered in the Victoria mining division at Leech river in 1860, at the Leech and Sooke rivers and at one time there was quite a rush to these parts. Ultimately the gold was pretty well worked out, although there is a little mining carried on there at the present time. The development of the Mt. Sicker properties, and the rise of the town of Crofton have occurred within

the last few years, and the result has been that that district has attained a position of prominence in the mining world second only to those prolific producers of the black diamond.

In agriculture, fisheries and timber Vancouver Island has been endowed with vast wealth, and it only remains for further railway development to open the doors of the magnificent store house which is now locked up within its boundaries. The Island is also a charming resort for the sportsman, being in fact a paradise in this regard. Game and fowl of all kind abound, while the many beautiful lakes are teeming with fish. From a scenic standpoint, it cannot be surpassed, visitors freely comparing it to Switzerland and other lovely regions on which Nature has lavished her greatest beauties. There is nothing grander than the view of the majestic Olympics from Victoria park, or a trip through the Islands of the Gulf of Georgia.

As just stated, before Vancouver Island can attain the position to which its matchless resources entitle it, more railway development is necessary. At the present time it is served by two railways, both of which are in its southern section. These are the Esquimalt & Nanaimo

and the Victoria & Sidney. The latter is a short line that runs originally from Hillside avenue, in the north end of the city, to Sidney, a distance of eighteen miles or so. Vi-

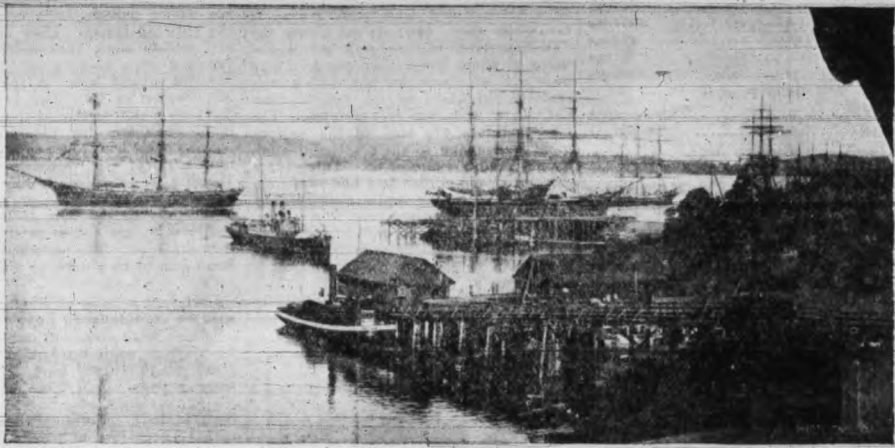
big transcontinental systems, several of which have made no secret of their desire to acquire it. That it will be ultimately extended to the north end of the Island there is no doubt, and already the Dominion government, recognizing the importance of this extension, has made an offer of a cash subsidy of \$6,400 per mile for it.

The Victoria & Sidney is a short line that runs originally from Hillside avenue, in the north end of the city, to Sidney, a distance of eighteen miles or so. Vi-

sengers are conveyed by steamer to various points on the Mainland. Vessels have marked the little road from its birth, but under the beneficent wing of the Great Northern Railway Company it gives promise at last of becoming a highly important link in the chain that is to bind Victoria to the continental systems of the world.

The rolling stock of the Victoria & Sidney is excellent, and the traffic shows a tendency to healthy increase. Under the direction of the present manager, Mr. Van Sant, the railway is making marked progress and is becoming part of a large area of land yet untitled and comparatively easy of access. For any person who wishes to settle on a piece of land and engage in sheep or hog raising, fruit culture, chicken or dairy or vegetable farming, there are splendid opportunities, quite near Nanaimo, that offer to intelligent and persevering workers not only a not difficult and pleasant livelihood, but good interest on the investment. Apart from coal mining and ranching, there is much mineral wealth in the mountains of Vancouver Island, only waiting the life-giving touch of capital to transform forest-covered hills

entry, and as such is the real key to the Island trade. Ladysmith is a small but thriving seaport at the entrance of Oyster Harbor, situated about 15 miles south of Nanaimo, and five miles north of Chemainus. The place took its name from the famous town in Natal which has been relieved after the memorable siege, just about the time its western namesake was taking shape. The streets in the B. C. Ladysmith are named after the celebrated generals who took part in the war, and an audience at the northwest of the town is called Spion Kop, on the summit



SHIPS IN NANAIMO HARBOR WAITING FOR CARGOES.

co. Their quest was for the mythical Strait of Anahu, which was believed to be the connecting link between the Atlantic and Pacific oceans. As far as can be learned the pioneer of pioneers in this period of discovery was one Apostolos Valerianos, nicknamed Juan de Fuca, whose name will be perpetuated by the noble expense of water which separates the Island from the State of Washington. Following in the train of the venturesome Spaniards came the daring navigators of old England, whose activity and enterprise effected the establishment of British supremacy in this far off Western region.

But, after all, despite the energy and daring exhibited by those hardy heralds of a newer civilization, there were miles of land and water they were unable to cover, and to this day in the interior of Vancouver Island there are considerable areas of unknown territory.

The period of discovery was succeeded by the exploitation of the Northwest Fur Company and its powerful successor the Hudson's Bay Corporation. This epoch of trade was of the most important character, because it brought about the colonization of the vast territory in which these companies operated. As is gener-

ally known, their domain extended from the Hudson's Bay to the coast and down as far as California. The delimitation of the boundary between Canada and the United States, designating the forty-ninth parallel, as the imaginary division in the West, confined the operations of the Hudson's Bay Company north of that line, and a little Indian village

ment. One of the most important incidents in the history of this Island was the discovery of coal, the king of minerals. This was at Fort Rupert in the early part of last century, somewhere about 1830. Miners were brought out from Scotland to develop the mine, and among these was the late Hon. Robert Dunsuir, whose name is intimately connected with the development of the Island. But while a certain amount of coal was taken from these outcrops, the industry at this point never reached much magnitude. In fact it was wholly eclipsed by the discovery of coal at Nanaimo, and miners were attracted from the Fort Rupert operations to mine the later discovered deposits. The Hudson's Bay Company became interested and through a subsidiary company began work on an extensive scale. As early as 1853 about two thousand tons of coal was actually raised at Nanaimo. San Francisco became a market and the amount of the output increased from year to year. Then it became known that coal was not confined to Fort Rupert and Nanaimo, for measures were discovered at Wellington and Comox, which fell into the hands of a company

the past few years, and the result has been that that district has attained a position of prominence in the mining world second only to those prolific producers of the black diamond.

In agriculture, fisheries and timber Vancouver Island has been endowed with vast wealth, and it only remains for further railway development to open the doors of the magnificent store house which is now locked up within its boundaries. The Island is also a charming resort for the sportsman, being in fact a paradise in this regard. Game and fowl of all kind abound, while the many beautiful lakes are teeming with fish. From a scenic standpoint, it cannot be surpassed, visitors freely comparing it to Switzerland and other lovely regions on which Nature has lavished her greatest beauties. There is nothing grander than the view of the majestic Olympics from Victoria park, or a trip through the Islands of the Gulf of Georgia.

As just stated, before Vancouver Island can attain the position to which its matchless resources entitle it, more railway development is necessary. At the present time it is served by two railways, both of which are in its southern section. These are the Esquimalt & Nanaimo

big transcontinental systems, several of which have made no secret of their desire to acquire it. That it will be ultimately extended to the north end of the Island there is no doubt, and already the Dominion government, recognizing the importance of this extension, has made an offer of a cash subsidy of \$6,400 per mile for it.

The Victoria & Sidney is a short line that runs originally from Hillside avenue, in the north end of the city, to Sidney, a distance of eighteen miles or so. Vi-

of the favorite route to the Mainland. The line runs through some of the richest and most fertile farming country on the Island, a region which will eventually become an important contributor to the agricultural grand total. As for mere scenery, the Victoria & Sidney need not feel ashamed to advertise its charms in that line. As is well understood, the little road from Victoria to Sidney is but a link in the chain which James J. Hill plans to extend to Victoria in due course. The founder and builder of the Victoria & Sidney line was Mr. T. W. Patterson, M. P. P.

The Union wharf and Cumberland railway is a part of the Dunsuir coal system, and runs from Union wharf, Comox, where the great exports of coal are shipped to all parts of the world, back into the interior nine miles to the town of Cumberland, which is built over and around the numerous rich coal mines that have made the district celebrated. The railway is operated by the Union Colliery Company, mainly for their own business, but passenger trains also are run for the convenience of the public. Although the shortest of the existing Vancouver Island lines it is the busiest, there hardly being a half-hour in the twenty-four in which trains are not running between the termini.

Another short line used in connection with the mining industry, of the Island is the Lenora & Mt. Sicker railway, which lies between Mt. Sicker, the great copper producing locality, and Crofton, where stands the reduction works, formerly the property of the North-western Smelting & Refining Company, a distance of eleven miles. The road was built by Henry Croft at the time of the development of the Lenora copper mine. It is a narrow-gauge road and passes over two mountains, the heavy gradient being one of its chief features.

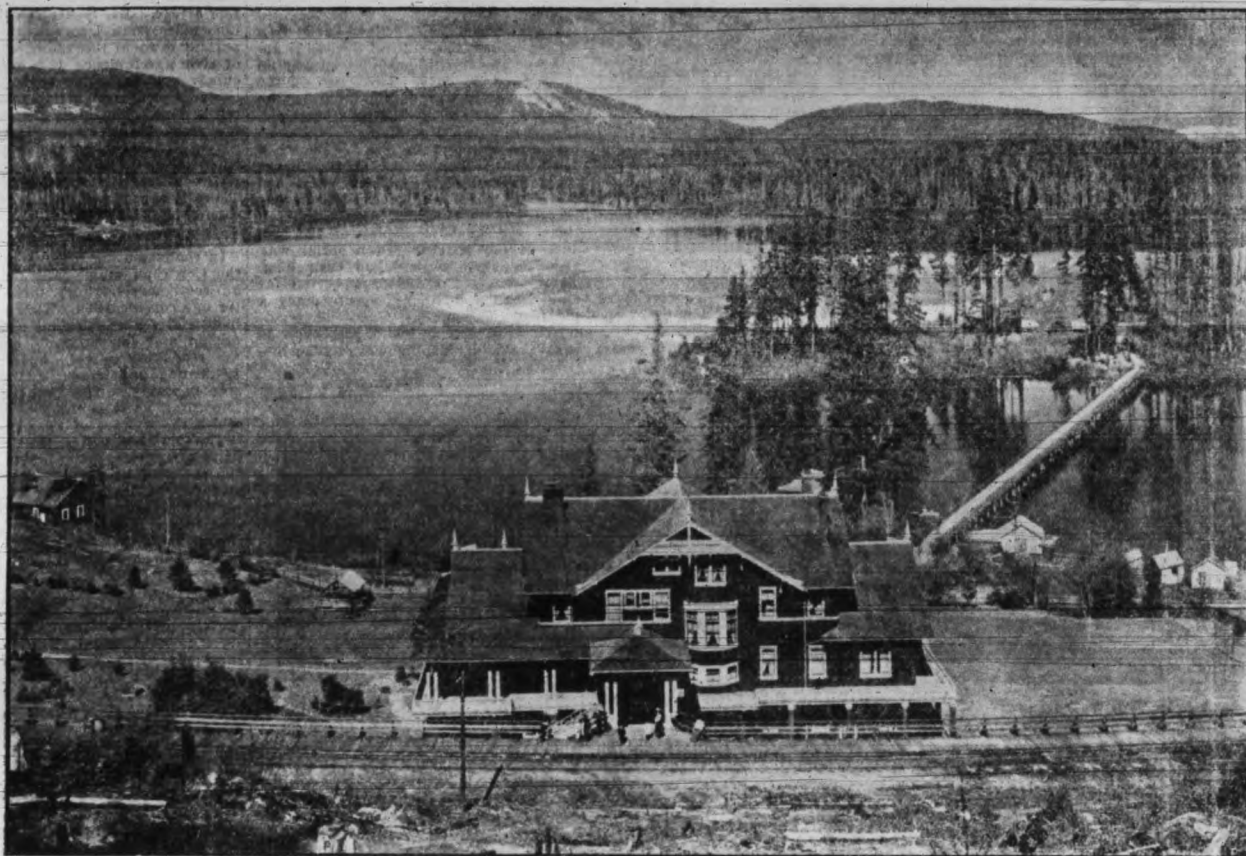
There are four fully incorporated cities on Vancouver Island, Victoria, Nanaimo, Ladysmith and Cumberland. A description of the first appears in another part of this paper. Next in importance is Nanaimo, which owes its origin and growth to the coal mining industry right in its midst. Nanaimo was incorporated in December, 1874, when its population was about fifteen hundred, and its first mayor was Mark Fife. In 1879 the town was divided into wards. Those in course of the municipal machinery started the civic career of the town on the soundest foundation. The whole revenue was derived from taxes on land, licenses and the poll tax, but improvements were sought. In 1887 this policy was altered and improvements were included in the scheme of taxation, but this was not a satisfactory experiment and it was abandoned. Another feature in the early municipal history of Nanaimo was that it was not compelled to borrow; it was able to pay its way and inaugurate its improvements without the aid of overdrafts or loans. It was not until 1889 that it was found necessary to raise money upon the credit of the municipality for certain large works.

Nanaimo's industry, at present, is chiefly coal mining and shipping. There are, however, some very important settlements of prosperous ranchers in the immediate vicinity, and as the country is being opened up these are becoming more numerous and will, in time, form a source of strength for the town that no fluctuation in the coal trade can disturb. It is well to remember that there

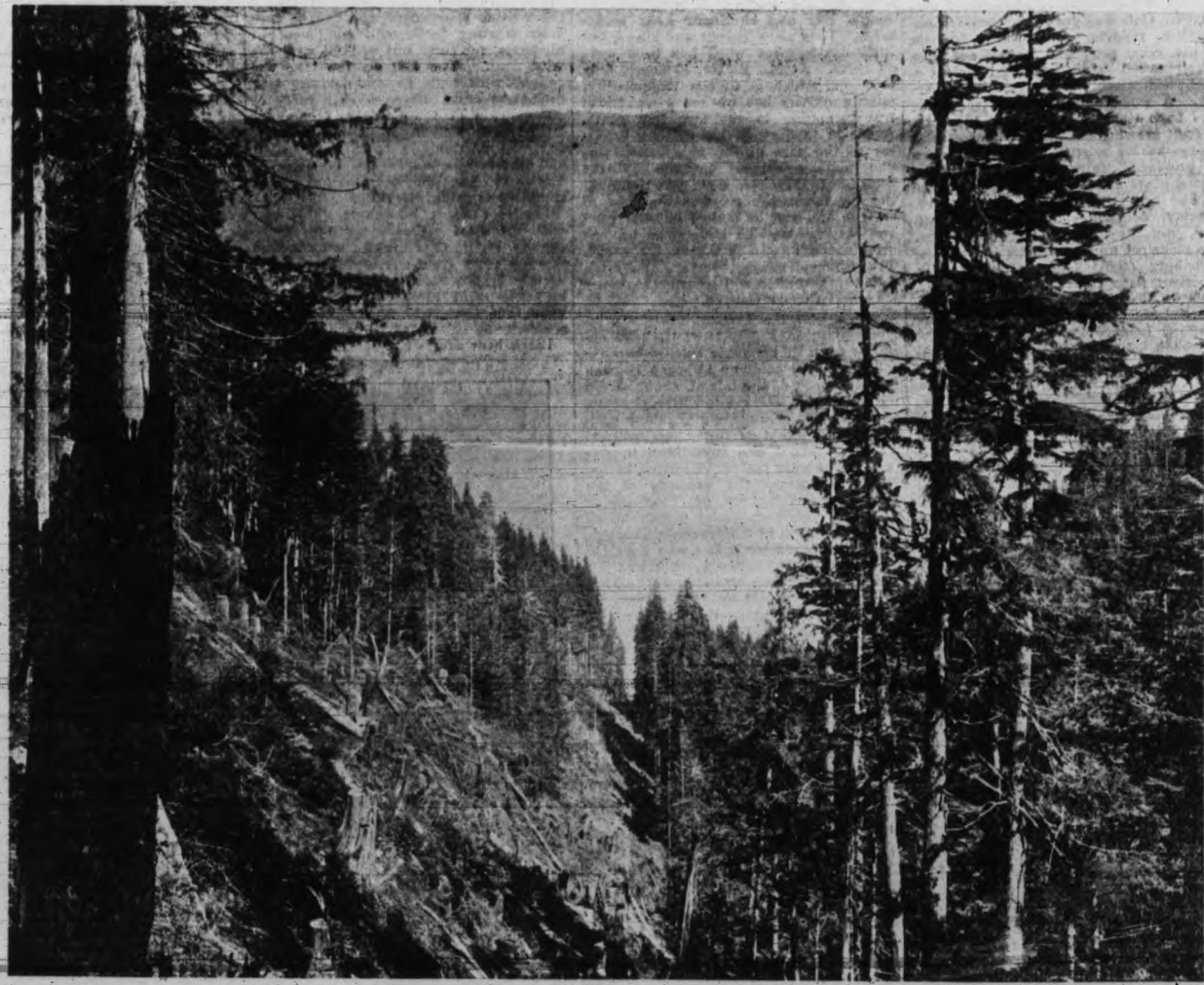
into busy hives of industry. Already hardy and enterprising prospectors have staked claims, assayed ore and developed the veins to a sufficient extent to assure splendid returns for the investment of enough capital to bring them into the markets of the mineralogical world. These prospectors and locators are, however, for the most part poor men, who have conducted their research in dull periods of the coal trade and developed their discoveries with such savings as they have been able to make in more prosperous days.

What is chiefly necessary for the better exploitation of this mineral wealth is railroad construction, for the purpose of providing easy transportation of the ores to the smelters already established on the coast and within practical distance from the mineral claims now in operation. The need of such railways is so apparent and pressing that the era of actual construction may be said to have already dawned, and that the accomplishment of the work will follow at an early date; the results will inevitably redound to the inestimable advantage of the city of Nanaimo. The fishing grounds of Nanaimo are well known to be extensive

has been built a handsome public school. Ladysmith was called into existence by the need of the Wellington Colliery Company for a port from which to export their coal, and upon the site, selected stands the busy and progressive seaport. The company erected a first class system of coal bunkers and coal shipping wharves. The facilities at those wharves for giving quick dispatch to the largest vessels are unrivalled in this country. It is the point, too, at which the C. P. R. cars are received from the Mainland ferry and sent north and south. Among the industries may be mentioned the Tree Copper Company's large smelter, an iron foundry, the Ladysmith Lumber Co.'s extensive yards. Ladysmith is the centre of Newcastle district, and county and licensing courts are held there at regular intervals. The Ledger, a daily newspaper, is published there. With the increased development of the great coal areas at Wellington and Extension, and of the metalliferous deposits in the adjacent mountains, Ladysmith has fair prospects of attaining to considerable importance. It was incorporated last year and its first mayor was John Colburn, who is still its chief magistrate.



VIEW OF SHAWNIGAN LAKE, A BEAUTIFUL PLEASURE RESORT



PEEP AT QUATSINO SOUND, VANCOUVER ISLAND.

ally known, their domain extended from the Hudson's Bay to the coast and down as far as California. The delimitation of the boundary between Canada and the United States, designating the forty-ninth parallel, as the imaginary division in the West, confined the operations of the Hudson's Bay Company north of that line, and a little Indian village

in which the late Robert Dunsuir was a prominent figure. These properties are now under the control of James Dunsuir.

Vancouver Island produces more than one-quarter of the mineral output of the province, and more than one-half the coal aggregate. As stated, the principal coal measures are at Nanaimo, Comox

road, slightly over eighty miles, between Victoria and Wellington, and the Victoria & Sidney, traversing the country between the points named. The former was the offspring of the union of British Columbia with the Dominion federation. When the C. P. R. was first contemplated Esquimalt was stipulated as its Pacific terminus, and the subsequent de-

toria pledged itself to pay an annual subsidy of fifteen thousand dollars to the little company that undertook construction. A year or two ago the line was brought through the city to a terminus in the city market.

From that depot the trains of the Victoria & Sidney start daily and several times a day for Sidney, thence the pas-

and prolific both inside and off shore among the surrounding islets and banks. The opportunities are great for making big returns for the investment of a small amount of capital in fisheries. Already several establishments on a moderate scale for curing and shipment of herring and salmon which swarm in these waters during season are working successfully, producing a splendid article of cured fish, kippered and otherwise; besides the refuse is valuable "by-product" for manure. It can easily be foreseen that the fishing industry in its various branches of curing, canning, etc., will at no distant date occupy a front rank among the profitable enterprises of the city. In the realm of trade and commerce, Nanaimo has big advantages over any other port on the east coast of Vancouver Island. From Vancouver it is by far the easiest and most direct port of

Cumberland, the centre of the coal mining activity in Comox district is a splendidly situated place in the foothills of the Buford mountains, about 35 miles north of Nanaimo. It is connected with Bayne Sound (Vancouver Island) by railway. Naturally, its principal industry is coal mining. The herring and salmon fishing on from 700 to 1,000 tons a day of the best steam coal. The town is the market place for the Comox farming settlement and has a population of 2,000.

Other promising towns are Crofton on Osborne Bay, on the east coast of the Island, where is the smelter formerly controlled by the North-western Smelting & Refining Company, but is now owned by H. G. Robins, of the Britannia mine; Chemainus and Ladysmith on the Esquimalt & Nanaimo railway. It is a promising settlement which will soon rise to the dignity of town.



SCENE ON ALBERNI CANAL



District on Which Nature  
Has Lavished Her Choicest  
Gifts

# Municipality of North Cowichan

Unrivalled in Its Re-  
sources—Paradise For  
Hunter and Fisherman

**W**HEN the portals of that potential domain known as Vancouver Island are swung clear back, and there takes place an opening-up on the extensive waste demanded by its multifarious resources, none of its sections will feel the force of development more vitally than the district of Cowichan. True, a great deal of activity has characterized its later history, mining, lumbering and agricultural pursuits having been carried on, but after all, Cowichan is but an infant—a lusty and promising one, but an infant nevertheless. Its extent, a variety of wealth, its striking adaptability to the modern methods of progress-making until recently have been substantially appreciated by a comparative few. It is an empire in embryo, but from it great things may be expected.

Taking the district as a whole it has been geographically described by one of its progressive inhabitants as comprising the valley watered by the Cowichan river, and the adjacent country as far south as Shawnigan, and as far north as Chemainus. Its heart is about forty miles from the city of Victoria. It bears an Indian name, and the tribe of aborigines after whom it was christened is still largely represented among its people, although retaining but a shadow of the numbers and power that made it

A number of prominent government officials, including the surveyor-general and his assistant, and the attorney-general for the colony, accompanied the expedition. There were many of the elements of a picnic in this quest for land. The contingent was divided into three parties and off they went to the woods, where they spent a very enjoyable time in fishing, shooting and rustication. The upshot was that most of them suddenly discovered their inaptitude for settling and returned to the city. Others decided that there was less hazard in clearing land and cultivating the soil than delving for gold, so they staked stakes. These were determined by lots, each man drawing for a certain locality.

Among the few surviving members of this expedition was W. C. Duncan, after whom the town of Duncan was named, who is still a resident of the place, with the promise of a good many years ahead of him. He did not settle on this site until some years after arriving at Cowichan bay had passed, but eventually he established himself there and has had the pleasure of seeing the settlement grow into a thriving little town. Other settlers dropped into the district as time went by, and soon it became a farming area of no minor consequence.

Pioneering in all countries is hard work, and in Cowichan it was no exception. From the rule, where Duncan now stands was a thick growth of forest

a degree of distinction, which he bequeaths to posterity much the same as the "first over in the Mayflower" sent the prestige thus gained along the various generations to the present time. The influx of settlers with their children, and the enterprise of the older inhabitants, soon made schools necessary, and these followed in due course. The first was held in an old log building at Somenos Lake, while classes were taught in other structures throughout the district. After a time the government took charge of this very important branch of the public welfare and provided the school system the district now enjoys.

The Cowichan, Chemainus and Salt Spring Island Agricultural Society is another of the institutions that sprang up in the early days. It is one of the pioneer enterprises of the kind in the province, being about thirty-six years old. It was established at Maple Bay and its first president was the late W. Lomas, a gentleman widely respected throughout the locality. About sixteen years ago the scene of the annual exhibitions was transferred to Duncan, where each fall there is a splendid display of the produce of the district. In a social way also, the early settlers had their fling. They organized a debating society at Quamichan and there spent many a pleasant evening.

Industrial enterprises then began to enter the field. The immense timber lim-

namely, James Campbell, Quamichan; H. Bousall, Chemainus; Angus Bell, Somenos; Wm. Bazett, Maple Bay. J. Norcross is clerk. The council meets once a month in regular session, although a number of special meetings are held during the year. This municipality enjoys the distinction of being absolutely free from debt, and long may it remain so.

Although North Cowichan does not include the entire Mt. Sicker mining camp, nor Cowichan Lake, these localities are so directly tributary to it that their inclusion is justifiable for the purposes of this article. Mt. Sicker is only eight or nine miles from Duncan, the most important town in the valley, and the seat of civic government. It is the source of supply and the point at which all the business incidental to the mining industry is done. Moreover, the extension of the area of activity in the mineral regions, Mt. Sicker, or the Cowichan lake at the west, will most materially affect the welfare of Duncan. There is a good wagon road from Duncan to Cowichan lake.

**The Various Characteristics.**  
In contemplating the characteristics of the Cowichan municipality and immediately contiguous territory, three phases enter into consideration. First there is the industrial feature, including agriculture, mining and lumbering. There is next the recreation phase, hunting, fishing, rustication and so on; and finally, its scenic beauty. The first is the most important, as it is the foundation upon which the welfare of the place depends.

The Cowichan valley, the scope of agricultural activity, is one of the most fertile tracts of land in the province, or in Canada. It lies both east and west and north and south. It follows the Cowichan river, which rises in the lake of that name, and flows east into Cowichan bay, and it also looks north to where Mt. Sicker and Prevost stand sentry-like between it and the valley of the Chemainus. The valley of the Cowichan is wonderfully adapted for agriculture and fruit raising, and both are extensively followed. Prosperous looking farms mark it like a checker board along well defined sections, and the number is constantly swelling. The soil and climate are excellent and enable the production of most of the grain, fruit and other produce that grow in the temperate zone. The district is tapped by the Esquimalt & Nanaimo railway, which gives it access to the markets of Victoria, Nanaimo, Ladysmith and elsewhere. It is therefore well favored with transportation facilities, and the outlook for a more elaborate extension along this line is extremely bright at the present time.

There are quite a large number of good-sized farms in the valley, running about 160 acres each, but the average under actual cultivation would be about forty acres. Around what are known as the Cowichan flats, or where the river empties into the salt water, there are many splendid farming tracts, some farmers having several hundred acres under cultivation. The best farms are within convenient distance of the village of Duncan, which is not only a good market but an ideal shipping point.

A bird's-eye view of Cowichan district as a producer can be gained at the annual fall exhibitions, when the choicest product of the valley is attractively displayed. Oats are grown in considerable quantity, yielding about sixty bushels to the acre; peas and barley are also largely raised, while the district gives a good yield of roots and vegetables generally. A general crop of potatoes averages from eight to ten tons to the acre. In fruit growing the district is especially strong, having a great many first prizes at provincial fairs to its credit. The plums, pears and apples grown there are as fine as can be produced anywhere. Peaches, nectarines and apricots, with care, can also be successfully grown. The principal apples are the Duchess of Oldenburg (fall), King of Tompkins, Jonathan (late fall and early winter), Belle de Boskoop, Red Cheeked Pippin and Salome (winter). The pears are Bartlett, Beurre, Rousseau, and D'Anjou. Plums are of the variety of the arch, Pond's Seedling, and others. Cherries: English Morels, Late Duke, Olivet, Belle Magnifique. Crab apples: Hyslop. In small fruits the district is famous. It produces perhaps more berries than any locality in the province, yielding as high as 3,000 pounds in a day. They are of splendid quality and find a ready demand in the provincial markets. The district also makes a good exhibit of stock, Shorthorns, Jerseys and Holsteins predominating among the cattle. Quite a number of Cowichan raisers take advantage of the movement inaugurated by the Live Stock Association of the province in the way of first class stock importation from the big farming centres of the East. In sheep raising a great deal of progress has been made, and its prosecution is steadily going ahead. To facilitate and encourage this branch of bucolic enterprise a Flockmasters' Association has been formed. Since the organization of this society much has been accomplished, as the fine flocks of Shropshires, and Southdowns to be seen in the spacious fields indicate. The raising of pigs is carried on more or less extensively and is regarded as a very profitable branch of mixed farming. Dairying received a decided stimulus less than ten years ago by the establishment of a co-operative creamery at Duncan under the Dairying Act. Most of the farmers are shareholders, and the operation of this enterprise is an object lesson of the beneficence of co-operation. The creamery has been a profitable venture from the start, and now does a thriving business, getting its product into the markets of Victoria and Nanaimo and other points and keeping its colors aloft in the face of all kinds of competition. It runs every day of the year, and includes 65 patrons. In 1901 it distributed about \$19,500 among those patrons, and last year the sum was about \$25,000. Last year it manufactured 126,000 pounds, or sixteen thousand pounds more than in 1903. The officials are confident that a total of 140,000 pounds will be reached this year.

The following figures will give an idea of the agricultural product of the Cowichan district for the past year:

Grain, Hay and Hops.	
Fall wheat	17 tons
Spring wheat	767 tons
Barley	1,450 tons
Oats	1,540 tons
Peas	255 tons
Hay	8,827 tons
(390 ensilage).	
Hops	18 tons
Other grain	3 tons

Roots and Vegetables.	
Potatoes	2,690 tons
Mangolds	1,088 tons
Carrots	710 tons
Turnips	620 tons
Other root crops and vegetables	3,140 tons

Fruit.	
Apples	382 tons
Pears	106 tons
Plums and Prunes	46 tons
Cherries	7 tons
Other fruits	104 tons

Dairy Produce.	
Butter	333,862 pounds
Cheese	700 pounds
Miscellaneous.	
Honey	650 pounds
Wool	27,515 pounds
Eggs	145,680 dozens

There is no government land for pre-emption in any easily accessible part of the district, and most of the railway and available for agricultural purposes has been disposed of. Such railway land as remains unsold in outlying parts may be

just as fast as the logger can hew it and the logging trains can carry it to the immense mill. It is the operation of this mill and its auxiliary logging industry that have given Chemainus widespread advertisement, not only in those foreign markets to which the huge freighters convey its product, but in the Northwest, which is now beginning to be cultivated as a profitable market. But the possibilities of lumbering are not confined to the territory of Chemainus. In the vicinity of Cowichan lake there are millions upon millions of feet of the best quality of timber on the continent. One well known lumber man has estimated its extent at two thousand million feet. The principal operators there now are the Mossion, Boyd Co., of Bobcaygeon, Ontario. Their loggers convey the logs along skid roads to the lake. From there, when a sufficient number have accumulated and the season is favorable, they are driven down the Cowichan river to Cowichan bay, a distance of about twenty-five miles. There is a mill at Cowichan bay, which was recently purchased by the eastern company, but it is not in operation. The logs therefore are sold to the various mills, and owing to their splendid quality are readily snapped up. This year a drive of eleven million feet has been completed. The timber limits controlled by the company comprise about thirty thousand acres. When the mill at Cowichan bay is opened another stimulus to prosperity will be given to the district, as it will bring a large number of lumber carriers from all parts of the world to that point during the year.

Wolves.—These animals as a rule keep well back from civilization, but during the winter months some come down to the outlying farms. They are very shy and seldom show themselves, but will follow a man, keeping out of sight and howling around him. A few years ago Mr. Baylor, of Cowichan Lake, who at the time was trapping at the head of the lake, when one day visiting his traps, heard a wolf howl; he answered it. The next moment six wolves were on him. He shot two without putting his rifle to his shoulder, shot another and clubbed a fourth with the butt of his gun—the butt was all chewed to pieces. The rest then made off. The question is, did they know him to be a man, or did they think he was a strange wolf?

Last year a band of about thirty were seen on the Cowichan Lake road—three of which were shot, but only one picked up. There were three more with rifles there at the time; how do you think these wolves would have behaved supposing there had been only one man and he unarmed? I know I should not like to have been in that position.

How is it that wolves do not increase in numbers? They do not appear to. They have no enemies, except man, and he kills very few. I think the reason is this: They suffer greatly from mange, which kills numbers, and they are their own enemies. They often get killed in their fights, and also the dog wolf will eat the young ones if he can find them. The she wolf, however, does her best to hide them. Only two or three as a rule are brought in to the government office during the year.

Wapiti, commonly known here as Elk.—These, I think, are the most magnificent of all deer species. A few are to be found in the district—in certain places. A friend of mine, who lives in this district and who at one time went in greatly to hunt for wapiti, and who is good, told me that one time when out he got amongst fourteen bull elk, but never fired a shot at them, the reason being, he was a good long way in, and had a big pack and could not have brought out the heads. That man I call a sportsman; and if every man were like him there would be a good many more elk than there are, I fancy.

Black Tail Deer, the common deer of Vancouver Island, are numerous and easy to get, if a man knows anything about hunting, but as a rule it means a day's work. I have heard some men on some occasions, who have come up for a day or two's hunting and gone away without a deer, slanging the district and saying that they were told there were lots of deer, but they found there were none, etc., etc. As a general rule you will find that these men know nothing whatever of hunting. They go crashing through the bush, and if there are two of them, probably keep cooeying to each other, for fear of getting lost, and then they expect to see deer. There is only one way to hunt deer. When you start to hunt, go slowly, quietly, and keep your eyes open. Don't try to cover seven or eight miles of ground; two or three is quite enough. It is hard to estimate the number killed during the season, but two or three hundred must be shot if those that are killed by Indians are included.

Beaver.—These animals are not so numerous as they used to be, but are to be found and trapped around some of the lakes. A few are killed yearly

Cowichan is a sportsman's paradise. With numerous lakes—from Cowichan, about twenty miles long, to a modest pond, and several rivers—it is the Mecca of many devotees of the rod during the fishing season, and big catches are the order of the day. The headquarters for the visiting sportsmen, who can be seen daily starting forth with equipment of all kinds for their test of skill with the wily trout. The fish on the lake are caught with both fly and spoon. One prominent naval officer made a catch of 255 pounds in three days. Another landed 89 pounds of trout in one day. In the rivers—Cowichan, Koksilah and others—excellent sport is afforded and in the bay salmon trolling is one of the most exciting diversions.

For the hunter of game, "the man with the gun," the opportunities are equally inviting, and in this connection some extracts from an interesting article by a well-known resident of the district, in an issue of the *Duncan Enterprise* sometime ago, will make convincing reading:

Black bear are fairly plentiful in parts of the district, and may be dropped upon occasionally. They are seen and shot in the Cowichan lake district more frequently than any other part, but are liable to be run across in any part of the district. About ten to fifteen are killed yearly.

Panther, like bear, are fairly plentiful, but seldom seen unless treed by a dog. Most are shot in this way, and as a rule are to be found where there are sheep. They are afraid of men, and no person in the district has ever been known to have been attacked by one. Two years ago, on the Glenora settlement, at one of the farmhouses a small child was sitting on the front steps with a dog, when suddenly a panther jumped over the fence, seized the dog, and made off with it; the child, however, was not touched. The year previous to this in the same district, an old settler was walking on



VIEW SHOWING PART OF DUNCANS.

celebrated in the history of the Northwest Pacific Indians.

These Cowichan "redmen," the original settlers of the district, were at one time the white tribes who were to be found there. They fought with an abandon and disregard of personal danger that savored much of fanaticism. And they had lots of fighting to do. On one side they had the powerful tribe of Saanich to contend with, and farther up the island on the other, the dusky club and spear-men of Cape Mudge and vicinity. Around Cowichan and Maple Bay, a few miles easterly from Duncan many a desperate gory struggle took place. Battalions of war canoes, impelled by stalwart men dashing and clashing into one another, as the question of supremacy was argued hand to hand.

A generation or two remote from living Cowichan tribesmen witnessed some of the fiercest and most sanguinary engagements. There is on one of the rancheries to-day a deformed old Indian who has often heard from the lips of his father the particulars of a terrible contest that disturbed the peaceful waters of Maple Bay early in the century. It was he who first beheld the approach of the enemy and sounded the tocsin which called the Cowichans to arms. He was wandering over Teahale mountain shooting with a bow and arrow, when in the distance he saw an armada of war canoes gliding along the placid waters towards Maple Bay. Scouting an invasion he hurriedly returned to the village and gave the alarm.

Instantly the tribe was on its feet. A council of war was hastily convened and the fiery cross sped from village to village calling forth the fighting men by the hundreds. That night ninety canoes, each containing from twelve to twenty men stole forth from Cowichan bay. Stealthily they slipped through the water towards the neighboring light, Maple Bay, where the enemy lay encamped. Just as quietly landing they fell upon the would-be invaders, who had no time for preparations, and inflicted upon them a crushing blow. One Cape Mudge warrior escaped. But the Cowichans were not satisfied even with this victory. They continued up the coast and like an avalanche swept down upon the headquarters of their ancient foe, striking another devastating blow. And so these tribes fought giving and taking, and incidentally making some formidable records in military statistics.

And then, after a time, the white man came, not in the paucity of war, but with the implements of peace in his hands. He came to settle and colonize, to make a productive tract which was to be a permanent home for him. The Hudson's Bay Company took this district under its paternal arm in common with the rest of the island, and afforded the settlers of other parts of the province a superficial glimpse of its possibilities. One of the company's employees was among the first to anchor himself within its boundaries. He was John Humphreys, who at the time of writing still abides there. Father Rondon, a Roman Catholic priest, whose estimable qualities gave him a high reputation among the Indians, and several others whose names are familiar to present settlers, can also be regarded as the pioneers among pioneers of Cowichan.

In the month of August, 1862, the locality was visited by an interesting contingent from Victoria. They came to Cowichan bay, one hundred and twenty strong, in the British corvette *Hecate*, and their purpose was supposed to be "to spy out the land." Most of them were young fellows attracted to the green West by the gold discoveries and in whom the spirit of adventure and enterprise was highly effervescent. The government gave them an opportunity to settle in the Cowichan valley and received so many applications that the *Hecate* was commissioned to convey them to the scene of their future labors.

so dense that when a tree was cut it continued to stand as firmly as ever, being kept erect by its many neighbors. At the same time, however, they enjoyed advantages over the pioneers of other domains, there being near at hand lots of game of all kinds, while they had naught to fear from the Indians, who entertained a high respect for them. Those Cowichan leaves were a pretty level-headed aggregation, and probably comprehended the force that could be brought to bear upon them by the white men if they became at all troublesome.

Agriculture was taken up steadily by the settlers and modern implements began to make their appearance. The first wagon was imported by the Drinkwater brothers, and it was followed by the first buggy in 1874 or 1875, the proud possessor being Rev. D. Holmes. The first mowing machines were brought in by Mr. Richardson, of Chemainus, and T. Williams, of Cowichan flats. Those and other apparatus, went on a sort of circuit during harvesting, moving from farm to farm and cutting for the settlers.

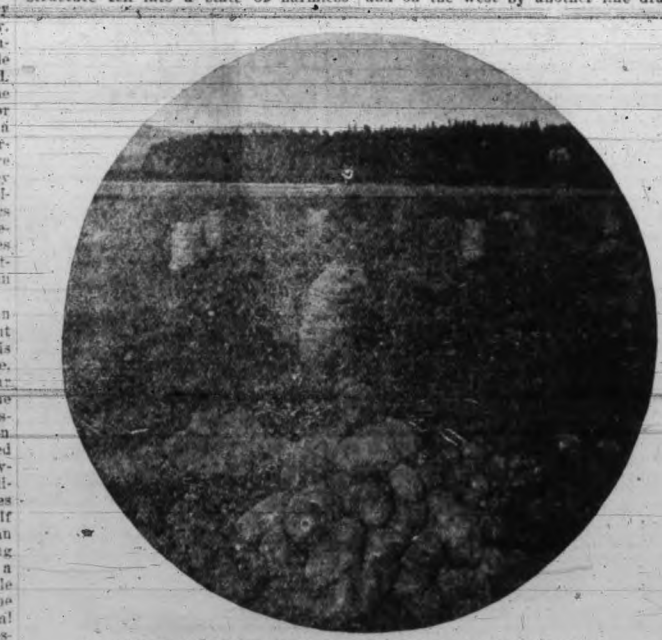
Of churches the leader of the vanguard was the Roman Catholic church, which was under the charge of Father Rondon. There stands to-day at Comaken, not far from the bay, a lonely looking monument of the energetic old father's industry. This is a stone edifice, which was erected upon an eminence, commanding a beautiful view of the valley. The rock was secured in the hills, and after much labor the building was completed. But it came in for very little use. The nuns of the convent complained that the distance to the church was too far for them to walk, and the structure fell into a state of harmless

its in the Chemainus valley and in the vicinity of Cowichan lake offered attractive inducements for the manufacture of lumber, and at Chemainus was established a concern which evolved into the largest mill on the Pacific coast. Chemainus became a hive of activity with big carriers loading at the wharves and little communities of loggers in the woods back of it. Prospectors, wandering over Mount Sicker uncovered rich zones of copper ore and laid the foundation of one of the most important mining camps in British Columbia. This was followed by the establishment of a smelter and township at Crofton, which in time will become a place of considerable magnitude.

In the meantime the town of Duncan has progressed steadily. In the place of the primitive forest that confronted the hardy Duncan and others there is now an agricultural entrepot that will soon take unto itself the dignity of a city. It is the heart of the district, the hub from which radiate connecting highways and byways, and it is helpful of the optimism indispensable to the development of every place. So much for a superficial history of the Cowichan district.

## Is Thirty Years Old.

The northern part of Cowichan district was incorporated into a municipality more than thirty years ago. Its area is something like a hundred square miles, and it includes the country bounded by the Cowichan river on the south, the coast on the east, a line drawn from Mount Brenton or thereabouts to the coast on the north, taking in, by the way, a part of Mount Sicker, and including Chemainus, Kuper and Thetis Islands, and on the west by another line drawn



WHAT COWICHAN CAN DO IN THE POTATO LINE

uselessness. But as a relic of pioneer religion it stands out in bold relief.

Episcopal and Methodist churches were built at Somenos and Maple Bay some where about the year 1864. They were of logs and have since been replaced by neat little structures on improved sites. The first ministers of these denominations did not live in the districts but made the journey from Victoria in canoes. The first marriage was celebrated at Maple Bay in 1864, the happy bridegroom being Mr. Chisholm, one of the earliest pioneers. Nowadays in the district the first of anything enjoys quite

from the northwest limit to the river. It comprises the most fertile sections of the district, taking in the very choicest part of the Cowichan valley. The incorporators certainly knew what they were about when they advocated those limits, for in the municipality of North Cowichan is the cream of the district and perhaps of Vancouver Island. In the municipality 35,700 acres are actually taken up as farm land. In the whole valley this area is half as large again. The first reeve was Thos. Skinner, and the present incumbent of the office is S. H. Davis, of Somenos. There are four councilors, each representing a ward,

SAMPLE OF COWICHAN ROADS—THERE ARE EIGHTY MILES OF THEM.

bought for \$3 to \$5 an acre. The price for improved lands varies considerably, ranging from \$50 to \$100 an acre.

## Mining in Cowichan District.

In the municipality itself, as already defined in this article, mining is not extensively carried on. There are, however, quite a number of prospects on Maple Bay and on Sugar Loaf mountain. They show copper and silver, but little development work has been done on them. At Mt. Sicker, however, only part of which is in the municipality, mining activity has worked a wonderful transformation in the last few years. A fire in 1896 swept the heights, exposing to the gaze of the prospector some fine looking copper outcrop. Harry Smith, of Duncan, now proprietor of the Cowichan Leader, was the first to see the ore, and he staked out the various properties which have since become prominently known in the mining world. The principal mines there are the Tye, Lenora, Westholme, Richard III, Key City and Copper Canyon.

For a time the Lenora was the principal producer, and to treat the ores obtained from that mine, a smelter was established at a point on Osborne Bay on the east coast of the island, about eleven miles distant. There a trolley, Crofton, was laid out. Connecting the mine with the smelter was a narrow gauge railroad, which traversed two mountains, involving an elaborate system of switchbacks. The Tye mine, the property of the Tye-Crofton Company, has been one of the most successful mining enterprises ever undertaken in the province. Through careful management it has won enviable position in the London market and no stock stands firmer. Its ores are treated by a smelter erected by the company at Ladysmith, a point on the Esquimalt & Nanaimo railway. The ore is shipped to the railway from the mine by a special tramway, which conveys about 170 tons a day. From that point it is taken in ore cars to Ladysmith. There is a daily stage service between Duncan and Mt. Sicker, the pioneer liveryman, H. Keast, being in charge.

Other mining properties are on Cowichan lake, Koksilah river and Malahat mountains, which is near Shawnigan lake at the southern portion of the general Cowichan district. The prospects at Cowichan lake are showing up well, but so far little development work has been done. On the Koksilah a company is working the King Solomon mine and another the Mabel and Dora claims on the same river. These are promising prospects, showing high grade ore in copper, gold and silver. On Malahat mountain several parties have tried their hands. The ore is low grade and better transportation facilities will be necessary to successfully handle it.

## Lumbering in Cowichan.

Cowichan district is justly famed for its lumbering. Not only has it, in the main, the largest mill on the coast, but it has timber zones of great extent that have not been touched. In the Chemainus valley where the Victoria Lumber & Manufacturing Company is operating there are miles upon miles of the very best class of commercial timber which is being converted into lumber



COWICHAN CREAMERY—SUCCESSFUL ENTERPRISE AT DUNCANS.

of the district, and may be dropped upon occasionally. They are seen and shot in the Cowichan lake district more frequently than any other part, but are liable to be run across in any part of the district. About ten to fifteen are killed yearly.

Panther, like bear, are fairly plentiful, but seldom seen unless treed by a dog. Most are shot in this way, and as a rule are to be found where there are sheep. They are afraid of men, and no person in the district has ever been known to have been attacked by one. Two years ago, on the Glenora settlement, at one of the farmhouses a small child was sitting on the front steps with a dog, when suddenly a panther jumped over the fence, seized the dog, and made off with it; the child, however, was not touched. The year previous to this in the same district, an old settler was walking on

at Somenos lake within a mile of Duncan. There are a few of these and to be found in the district lakes and streams and an occasional one is trapped.

Phoebastria.—These birds were first introduced in this district about eleven years ago, a few being hatched and turned out in several places. Now they are numerous, and the cock birds are allowed to be shot, the hens being protected. The Cowichan valley is an ideal home for them, there being plenty of food and splendid cover. They have done so well that some of the farmers are complaining of them, and would like the act amended so as to allow the hens to be shot. I estimate that about two thousand phoebastria have been shot this season, and there still appear to be plenty left. Phoebastria during cold weather with deep snow require to be fed; they



can't stand the deep snow. During weather of this kind, I always scatter grain about my place for their benefit, and during the winter there are always birds right up to the house. I suggest that others do likewise.

Blue Grouse are the natural game of the country, and are to be shot in numbers in different parts of the district. Some people claim there are not as many as there used to be, which is correct as far as the more populated parts of the district are concerned, but there appear to be as many as ever in South Cowichan and south of Shawnigan, and on many of the hills. Personally I have shot more blue grouse this year than any of the seventeen years I have been in the province. Some men shot 25 to 30 birds on the 1st of September. About the second week in September they all go back to the higher mountains, and unless you go up there, nothing more is seen of them until spring—when they come down to breed.

Mountain Quail.—In my opinion the handsomest native bird of the province. Pretty shooting, and delicious eating. I know of quite a number of coveys this year. They appear to stick to the same locality and nest in the same place year after year. They can stand the winter all right.

California Quail.—There are a few of these birds, but not many. I know of about six coveys this year. I cannot account for the reason they do so well near Victoria, and in Sanich, where some seasons they are in hundreds and never seem to increase in this district. You see about the same sized covey in the same place year after year, but they never seem to increase. How is it? I put it down to the snow lying deeper in this district. These birds cannot stand deep snow. It kills them right off.

Snipe.—This bird, I imagine, must be a favorite of cartridge manufacturers, because if you get amongst a few of them, as a rule a good deal of powder is burnt—which, of course, helps trade. These birds come in sometimes in large numbers, and occasionally a good bag is made. They are in to-day and gone tomorrow. There is no certainty of finding snipe. You run across them sometimes on most unlikely places—I once flushed one on top of a hill out of a bracken in a dry place.

Wild Duck.—Ducks are fairly plentiful, and as a rule you can depend on getting one or two at any time you go out. Sometimes the flight shooting is very good on some of the lakes and at the mouths of some of the rivers. The best bag of ducks I know of last year was one of 58 between two men. They had to stop from want of cartridges. Speaking generally on the shooting of the district, I think it can be called distinctly good, and any man that can hold straight, can make a large mixed bag during the season, and one not to be

ashamed of. There are some men in the district that can account for four or five hundred head in the season, and if all the smaller bags were added to this, I think the grand total of game shot in Cowichan district would astonish everyone.

A Rare Beauty Spot is Cowichan.

The Cowichan valley is a rare beauty spot. Its opportunities for the artist are as numerous as those just outlined for the sportsman. Its charm in this respect is enhanced by the easy accessibility of its delightful, picturesque localities. Roads run in all directions, tributary arteries to the main highway that passes through to Nanaimo. And it is no exaggeration to describe those roads as the finest in British Columbia, as a matter of fact, it is doubtful if they can be surpassed on the coast. Broad and uniform, well graded and carefully look-



FISHING ON COWICHAN RIVER.

ed after, they are the delight of the cyclist, horseman or pedestrian. The motorist has scarcely penetrated to this district as yet, but when he does he and his brethren of the puffing car will realize that they have been missing a good thing.

Altogether there are eighty miles of first class roads in the municipality of North Cowichan. One can take any of them and be sure to pass some spot which holds a conspicuous charm. He might start out on the Koksilah way, and skirting around to the trunk road behold a variety of interesting scenes. He will see that magnificent stretch of land, about three thousand acres, lying between the Koksilah and Cowichan rivers, which is the heritage of the Cowichan Indians. On these are the various rancheries and little farms which many of the Indians are cultivating. Down by the Cowichan flats, where the river

throws itself into the bay, will be seen some of the finest farms on the islands. This locality is largely settled, the exceptionally favorable conditions, exploited by skillful agriculturists, producing quite a number of very successful farming enterprises.

There are little settlements on all sides bearing the names of the particular reservation in the vicinity. For instance, in the region of the flats the settlement of Comakien, the aborigines in their own special territory, and the whites in their rendering the soil productive according to their lights. While many of the Indians are industrious and desirous of improving the splendid tracts which the federal government requires shall be vested in them, there are acres and acres lying dormant—land, which in the hands of experienced farmers would swell the agricultural product of the district to a formidable extent. But, as one of the settlers generously put it, "The Indians were there first, and the land is rightfully theirs." Moreover, the people of Cowichan are too liberally seized of the spirit of fair-play to dispute that possession.

From the lofty Tsouhalem mountains or any prominence in this locality a magnificent view is commanded. Away to the north are the mountains of Sicker and Prevost, which guard the canyon of the Chemainus valley. Perpetual peace and stillness seem to be the heritage of those mountainous regions as viewed from afar, and yet on the farther slopes of Mount Sicker is one of the most flourishing and progressive of British Columbia's sisterhood of cities. Duncan has not yet arisen to the status of an incorporated town. But it will be before very long; it is as inevitable as the great future of the island. Few places can boast of so favorable a situation. It is right on the E. & N. line, a trifle more than half way between Victoria and Nanaimo. And in that railroad there is the germ of a mighty development. That the road will pass into the hands of one of the great transcontinental corporations there is no doubt; indeed, at the time of writing, it has practically become the property of the Canadian Pacific railway. This, in itself, means much for the future of the place. No enterprising company can afford to ignore the manifold advantages of such a place as Duncan. It should be made the Mecca of visitors from all parts; visitors who will include eager sportsmen after game and fish; artists on the qui vive for inspiring material for the pencil and brush; photographers worried of the beaten paths of the Old World and the overdone resorts of the new; tourists tired unto torpidity of the sights that long since have lost their charms; business men pluming for an atmosphere that is not vitiated, and agriculturists who would make their homes where their product would not rot for want of a market nor die in

infancy because of imperfections of climate and soil. To all of these can Duncan cater, and all it can satisfy.

Rising Town of Duncan.

The most important point in the Cowichan district, not in the municipality of North Cowichan only, but the entire val-



FALLS NEAR DUNCANS.

ley between Victoria and Ladysmith, is Duncan. It is the heart of the country, the commercial centre, the foundation of what promises to be one of the most flourishing and progressive of British Columbia's sisterhood of cities. Duncan has not yet arisen to the status of an incorporated town. But it will be before very long; it is as inevitable as the great future of the island. Few places can boast of so favorable a situation. It is right on the E. & N. line, a trifle more than half way between Victoria and Nanaimo. And in that railroad there is the germ of a mighty development. That the road will pass into the hands of one of the great transcontinental corporations there is no doubt; indeed, at the time of writing, it has practically become the property of the Canadian Pacific railway. This, in itself, means much for the future of the place. No enterprising company can afford to ignore the manifold advantages of such a place as Duncan. It should be made the Mecca of visitors from all parts; visitors who will include eager sportsmen after game and fish; artists on the qui vive for inspiring material for the pencil and brush; photographers worried of the beaten paths of the Old World and the overdone resorts of the new; tourists tired unto torpidity of the sights that long since have lost their charms; business men pluming for an atmosphere that is not vitiated, and agriculturists who would make their homes where their product would not rot for want of a market nor die in

infancy because of imperfections of climate and soil. To all of these can Duncan cater, and all it can satisfy.

It is a town of pretty homes and beautiful gardens. It is well laid out and has plenty of room. Its stores are well stocked and do a thriving trade with the farmers and miners. One establishment last year was able to show a list of transactions aggregating about seventy-five thousand dollars, and had book debts as few as hens' teeth. There are three hotels within a stone's throw of the station on either side, and at certain seasons they are well filled. One can see a great deal of life in a hotel at Duncan. On the veranda there is a group of tourists, perhaps, outlining some visit to the outlying resorts; a few feet away sportsmen are invoking the spirit of Ananias as they recount some impossible feat of the forest, lake or stream. Miners may be strolling about, talking about "leads," "appraisals" and new "strikes," lauding or outspokenly criticizing the management of some mine or other; and nearby, farmers may be gathered discussing pretty nearly every subject, from the war in the Far East to the production of pork.

Duncan is the seat of municipal government. There, monthly, sits the council of this oldest rural municipality in the province. The destinies of the district have evidently been in safe hands, because it hasn't a dollar of debt. Interest and sinking fund need not distract the shambles of the Cowichan council. It has also a court house and post office, being the delivery station for Mount Sicker. Furthermore, it is the headquarters of the Tree Copper Company, presided over by Clement Livingstone, the manager, while the head office of the Vancouver Island Mining Development Company is in the same building. Among the other mining enterprises represented is the Richard H. Company, which controls a property on Mount Sicker, adjoining the Tree.

The Cowichan creamery, to which reference is made in the foregoing part of the article, is also in operation at Duncan, while on the other side of the town is the hall of the Cowichan Agricultural Association, excellently situated on spacious grounds. This is the scene of the annual fall fair, at which the different agricultural and industrial elements of the district are always strikingly represented.

Duncan has a public school and two churches, while the various denominations are represented in the churches. There are quite a number of fraternal organizations in the town, namely, Temple Lodge, No. 33, A. E. & A. M.; Maple Lodge, No. 15, K. of P.; Cowichan Lodge, No. 39, I. O. G. T.; No. 10, O. G. T.; and the Presbyterian Church, No. 17, I. O. O. F. The town has ten or twelve streets, and more will follow before long, when

the boundaries are extended, an adjoining tract of land having already been surveyed for the purpose. Land values are high, a good sign in a growing place. In this connection the council has adopted the wise plan of keeping the values at a good figure and imposing small taxes instead of the alternative of lowering the values and increasing the taxes. The impost is nothing if not light. Land is taxed at three-eighths of one per cent, and improvements at three-eighths of one per cent, on half their value. This, of course, is the prevailing rate throughout the municipality.

There is an excellent lending library at this point, one of the best in the province, and it is largely patronized. A newspaper, the Cowichan Leader, a result to the journalistic field, is published by Harry Smith, the discoverer of ore on Mt. Sicker. This paper is the successor of the Weekly Enterprise, formerly produced by Mr. Smith. It has a



VIEW OF COWICHAN LAKE.

good constituency and should prove a successful venture.

The town has a local telephone system as well as long distance connection with Victoria, Nanaimo, and other points. Gradually municipal improvements are being introduced; and it is expected that before long a modern lighting plant will be installed. Some of the leading citizens a short time ago organized the Cowichan Waterworks Company for the purpose of providing the town with a satisfactory water service. The source of supply is a beautiful stream not far from the place. It has a good head and could be utilized for furnishing power for electric lighting and other enterprises.

Law and order are so well represented at Duncan that gloomy looking prisons are unnecessary. There is a place of detention for refractory ones, but it is unoccupied most of the time.

Chemainus of Lumber Fame.

Next to Duncan, the most important point in the North Cowichan municipality is Chemainus, 12 miles from Duncan, the scene of the big mill of the B. C. Lumbering & Manufacturing Company, and a shipping point of considerable magnitude. The country about Chemainus is noted principally for its superb timber, but there are a number of productive farming sections in the vicinity. At Westholme, on the E. & N. railway, are several excellent farms, the land being very fertile, and a small saw-mill is also running there. Churches, a school and a splendidly conducted general hospital are among the institutions of Chemainus. Crofton, on Osborne bay, where the Northwestern Smelting & Refining Company's smelter is established, also enjoys many advantages as a town-site.

Climate Unsurpassed.

The climate of the district is unsurpassed, there being an utter absence of winds, and extremes of heat and cold. Malaria, bad water, mosquitoes, venereal reptiles and insects are unknown. There is no reason, then, why residents of the Cowichan district should not be proud of their country and full of confidence in its future.

Appended are a few additional interesting facts about North Cowichan municipality:

Few Additional Facts.

It is the oldest rural municipality in the province, having been incorporated in 1873.

Its wardens and Reeves have been: Thomas Skinner, Ashdown H. Green, John Morley, Wm. Henry Lomas, William Drinkwater, wardens; H. O. Wellburn, J. N. Evans, S. H. Davis, T. A. Wood, and S. H. Davis, Reeves; the latter gentlemen being the present chief magistrate.

The municipality is provided with schools at the following points: Duncan, Quamichan, Maple Bay, So-mers, Sahlam, Chemainus, Riverside, and Crofton.

The area under cultivation in the municipality is 35,700 acres, and the assessed property valuation is \$1,500,000.

The government agent and stipendiary magistrate for the Cowichan district is James S. Maitland-Douglass.

In Duncan, the chief town, are the following churches: Methodist, Roman Catholic, Episcopalian, holding service in Masonic hall, and Presbyterian, holding service in Methodist churches. The 60 copiers are about to erect a \$3,000 office at Duncan, and the Presbyterians will have a place of worship of their own before long.

The revenue of the municipality for the year 1904 was \$6,562.20, which with payment of taxes in arrears will give a substantial surplus.

## Victoria Lumber & Manufacturing Company, Limited.

**A**T Chemainus, a point on the Esquimalt & Nanaimo railroad, about fifty miles from Victoria, there is conducted one of the largest establishments of its kind in British Columbia. This is the lumber mill of the Victoria Lumber & Manufacturing Company, Limited, a concern that ships many million feet of lumber yearly

of the Victoria Lumber & Manufacturing Company can be seen the most approved methods and plant. The old-fashioned style of logging with horses, and farther back with oxen, has been superseded by steam power.

The system of extension into the forests is simple. A timber cruiser first "spies out the land," locating the most suitable zones. He is followed by an engineer who designates the best route

down to the main line, to facilitate which landings are built at intervals along the spurs. The tops of these landings are on level with the bunks of the logging trucks.

While the rails for the spurs are being laid, the fellers swoop upon the timber, making wide swaths in the forest. They are followed by the buckers, who cut the fallen trees into the required lengths, after which the swamper gets everything

able the donkey engine at this point to handle it, and skid roads are built several thousand feet into the timber. On this the logs are hauled to the landing.

The milling plant at Chemainus is one of the most up-to-date on the coast. The mill is 544 feet long, 92 feet wide and is laid out in the most modern fashion. Power is furnished by seven tubular boilers, and in the engine room are four large engines and a dynamo. In connection with the mill proper there are operated a shingle mill, plan mill and large dry kilns. Timbers a hundred and forty feet long can be cut, and long heavy material can be handled. A spur runs from the E. & N. railway to the mill, and the company is now shipping extensively to the Northwest and Manitoba. Its lumber is gaining a wide popularity in these markets, as it has in the foreign markets, to which it has heretofore been restricted. The present officers of the company are: President, J. A. Humbird; vice-president, R. P. Ribbet; treasurer, F. J. Humbird, secretary, W. H. Phipps; manager, E. J. Palmer.

When this company first took hold of the property there was but a small mill which it operated long enough to cut out the material for the extensive concern which replaced it. The new mill was run for about a year and a half after its construction, but owing to a depression in the lumber trade at that time it was closed down. In 1899 the company added a number of improvements to the plant, installing new boilers and new machinery generally.

After the lumber comes down from the mill, that which is intended for the different vessels then landing is placed opposite their berths on the dock. Steam power plays an important part in the loading. As already stated, an excellent market for the lumber is being cultivated in Manitoba and the Northwest, a market that promises to keep pace with the marked development of that country. Then, of course, the foreign market includes all parts of the world, particularly Australia, South America, South Africa and Europe. The company expends from \$250,000 to \$300,000 a year in wages.



VIEW OF POPLAR CREEK TOWNSITE.

Don't go to the North Pole For a Fortune

**POPLAR CREEK, B.C.**

The Centre of the Lardo Gold Belt

Stay With the Kootenays for a Fortune And Get It.

The town has Railway Depot, Telegraph Office, Mining Record Office and Dominion Express Office right on the front street in the middle of the town. The People Own the Public Building for Church and School Purposes, and a Seven-acre Park for Recreation.

Handsome Streets—70 Feet Wide

The Mines are in sight of the Post Office and Depot

Pack Trains and Saddle Horses. Grocery, Clothing and Hardware Stores

All lots will double in value during the coming year. They are cheap now

MINERAL CLAIMS FOR SALE

For Particulars, Apply—

**POPLAR SYNDICATE, POPLAR CREEK, B.C.**

Gold, Silver, Wood and Water at Poplar Creek

Or better still, come and see us, and we will show you lots which will make money for you

Fortunes at Poplar Creek If You Seek Them



BIG MILL AT CHEMAINUS.

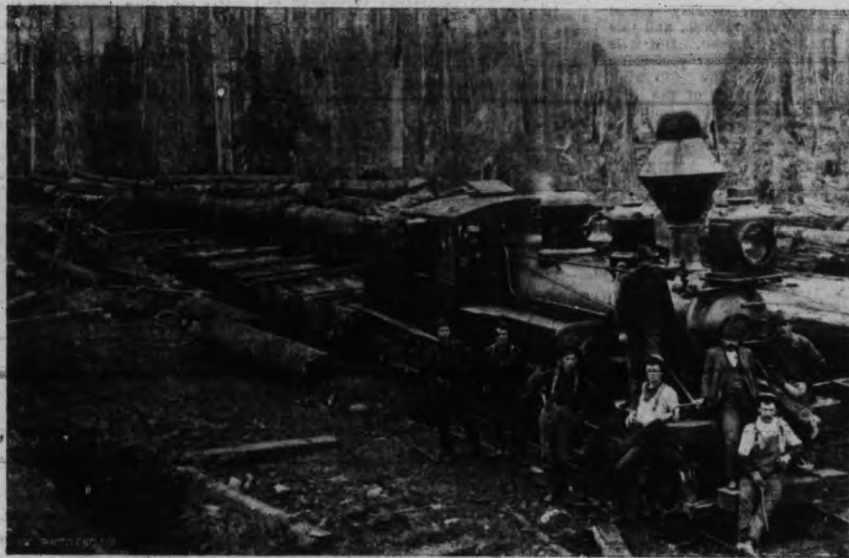
to the foreign market. Moreover it is the life-blood of Chemainus and the surrounding locality, making the place a shipping port of importance, and maintaining in the nearby forests communities of loggers whose operations keep the big plant in motion.

The company was incorporated in 1880 with headquarters in Victoria. Having purchased from Henry Croft and his associates the small mill and site at Chemainus soon after the E. & N. land grant was made, negotiations with the railway people were entered into for the purchase of all the timber lands included in their grant. Numerous parties of expert cruisers were dispatched into the woods and the E. & N. lands from the Koksilah river to the south, to the 50th parallel on the north, were thoroughly explored. All those found suitable were acquired by the Victoria Lumber & Manufacturing Company. This timber lies along the Koksilah and Cowichan rivers, Chemainus river, Nanaimo river, Cameron lake, Comox lake, Campbell river and other streams.

A large body of timber lies adjacent to Chemainus, and into this block a standard gauge railroad runs from the head of Horseshoe Bay. Another standard gauge line runs from Oyster Bay to the timber back of Ladysmith, crossing the E. & N. railway under trestle 107. The company owns 118,000 acres of timber land, and operates eighteen miles of railroad. Its equipment consists of one eighty-ton Mogul engine, a forty-ton geared locomotive and a thirty-ton geared locomotive. The company does its own logging, employing in the woods between 100 and 200 men. Logging at the present time is a science, and in the camp

for a continuation of the main line of railroad. This is constructed several miles into the timber, and from it spurs are built in all direction, making all localities within convenient reach tributary. When the grades of these spurs permit, the logs are handled on cars

ready for hauling. The logs are then hauled to the landing by means of a donkey engine, and are loaded on the trucks. In this way the timber for a radius of five hundred or six hundred feet is cleared. Sometimes the scene of felling is too far from the landing to en-



LOGGING TRAIN IN THE WOODS.



## Food Fish of Many Kinds and Methods of Taking Them

WHILE British Columbia is known as "The Mineral Province," it should be borne in mind that the wealth beneath its soil which gave rise to the appellation is but one conspicuous feature of its resources. Were the province dependent alone upon its mineral output for the proud position that is claimed for it, the most enthusiastic British Columbian would have less justification for an assertion that it occupies a class by itself. On this wonderful globe there are many lands that are naturally nothing less than huge storehouses of riches, and as each in its turn is opened to the eyes of the world by the prospector's pick and shovel, it becomes for the time being the exclusive object of ingenious man's attention.

But it is the variety and multitude of its resources that have made this province really great. Besides minerals, it has fishery, agricultural, timber and horticultural potentialities just beginning to feel the quickening influence of development. The purpose of this article is to set forth the extent of the fisheries as a provincial asset, to show that in the waters that wash the shores of the province there roams the germ of a great commercial future.

The coast of British Columbia is very extensive and much indented. It extends from the 49th parallel to Alaska, and along a great part of it are islands of all sizes, from Vancouver and Queen Charlotte to the tiniest atoll. Stretching inland on both Mainland and province are numerous long irregular inlets and many of these promise to be the centre of important industries, born of the myriads of food fish that have their habitat in the waters on all sides. Years ago the Indians discovered that so long as they abode by the sea they could laugh at the demands of hunger during the winter months, and fishing became the sole means of livelihood of those aborigines who lived on the coast.

### Sockeye King of Food Fishes.

The chief food fish of this province, and the king of all food fishes, is the sockeye. It is this majestic potentate of the submarine realm that produces the greatest activity in the fishing industry. It is this excellent prize that the palate craves for the market yearns for, and that fills the strong box of its exploiters with dollars. Scientific research has disclosed that there are five known species of Pacific salmon in these waters, a fish that is burdened by the formidable designation genus *Oncorhynchus*. They are distinct from the Atlantic salmon which rejoices in the briefer and more polite sounding name of genus *Salmo*. Indeed, according to the local commissioner of fisheries the word salmon does not by right belong to any fish found upon the Pacific, being the proprietary possession of the genus that abounds in the Atlantic. However, be that as it

but none is sufficiently satisfactory to be generally accepted. This periodicity in the run of the sockeye which is so pronounced in the Fraser has no marked counterpart in any other river in the province or on the coast.

The spawning period of the sockeye extends from August, in the headwaters, to as late as October and November in the waters nearest the sea. They usually spawn in lake-fed or in lake-feeding streams, the first of their run seeking the extreme head waters. Very little is known of the life of the young or the length of time they live in fresh waters before seeking salt water. Nothing is known of their feeding grounds in salt water, as they are never found in the bays and inlets which distinguish our coast, and where the spring coho are so common. It is thought that their feeding ground must be in the open sea. There is a smaller specimen of the sockeye found in many of the interior waters that appears to be a permanently small form. This form of the sockeye is often mistaken by observers as a trout. It has no commercial value, and does not "take a fly" or any other device commonly used by anglers for taking trout. The Indians of Seta and Anderson lakes cure great numbers of these small salmon by smoking them. They give them the name of "Oneesh."

### The Lordly Spring Salmon.

Second in importance to the fascinating sockeye comes the spring or quinnat salmon. In Alaska this species is known as the King of Tyee salmon. In British Columbia as the Chinook, the King or Quinnat, and in California as the Sacramento or Quinnat salmon. In Northwest Pacific waters it attains an average weight of from 18 to 30 pounds, but specimens weighing from 60 to 100 pounds have been reported. The back is a dark blue or greenish color, but below the lateral sides the color is silvery. At spawning it becomes almost black with very little or no red. These salmon are the most powerful swimmers that abound in British Columbia waters, usually going to the extreme head of the watershed which they enter. They seem to prefer the most rapid-moving streams, avoiding lake-fed tributaries. The color of their flesh is from deep red to a very light pink at times almost light. Owing to the uncertainty of their color the spring salmon are less generally used for canning, and specimens are always examined by canners before accepting them from fishermen. They enter the Fraser river early in the spring, and the run continues more or less intermittently until July. There is no run of any proportions in the fall.

### And Then the Coho.

The next in rank among the salmon aristocracy is the coho or silver or fall salmon, which is found in all the waters of the province, and which of late years has entered considerably into the canning industry. It weighs on an average

14 or 15 more are divided among the other favorable fishing localities on the Mainland and Vancouver Island. But of any one particular section the Fraser stands pre-eminent in provincial waters. This river is reached by the sockeye from the sea by way of the Strait of Juan de Fuca. They strike the southwest corner of Vancouver Island, and appear to come from the open sea to the northwest.

An examination of some of the sockeye which have been captured in the Straits discloses the fact that their stomachs are contracted and devoid of food, which indicates that they have come a considerable distance from their feeding ground, which place is unknown. The run which comes in through the Straits appears to have no relation to the runs of the smaller species of fish which enter the smaller streams of the West Coast of Vancouver Island and the State of Washington, from May to October. Nor does there seem to be any movement of fish along the American shore of Juan de Fuca Strait, which would also seem to indicate that their ocean feeding ground lies to the north of the Strait.

### The Era of Traps.

For years the British Columbia canners and fishermen were at a disadvantage in competition with their energetic rivals of Puget Sound, because of the restrictions upon their methods of taking the fish. The Canadians were confined to what is known as the gill net, while the Americans were encumbered with absolutely no restriction, and consequently freely resorted to traps, purse, drag nets and other contrivances. By these they succeeded in intercepting the fish which entered the Straits, on their way to the spawning grounds, and the canners were making a big thing at the expense of the fishing interests across the line. But the Dominion government not very long ago lifted the restrictions which bore heavily upon the industry in this province, and allowed the use of traps, a concession that was immediately acted upon.

Several were operated with success on the Southwest Coast of Vancouver Island last year, and the approaching season promises to see operations of a most extensive character along this line. The locality is very advantageously adapted for the taking of fish in this way, as the route of the sockeye along the Straits from the Pacific lies precisely past the trap sites.

The Capital City Canning Company will have three traps between Sherrinham and Otter Point. J. H. Todd & Sons and William Mannie will operate five or six traps between Beecher Bay and Saanich Point, to supply their canneries at Esquimalt. The Esquimalt location is a very central one, as salmon can be landed on the cannery dock in two hours after removal from the traps. Supplies of fish can also be obtained from the seiners and traps of Puget Sound, and also from the Fraser river. Should this season be successful it is

Packing Company, was organized for the purpose of locating a cannery on Esquimalt harbor and supplying it with fish from traps along the Southwest Coast. Though the company was not organized until during the latter part of the year, yet it has already made considerable progress. Among other things it has secured the requisite buildings for its cannery on the harbor from the Hudson's Bay Company. The buildings were formerly used by the company for storage purposes. One is a stone building 80 by 50 feet, and the other a frame structure 46 by 100 feet. The buildings are located directly on the harbor, and the largest sea-going vessels will be able to moor alongside of the warehouse.

### Fishing on the Fraser.

The use of traps being restricted to the Strait of Juan de Fuca and south of Discovery Island, the fish will continue to be taken in the Fraser by nets. During the fishing season a scene of remarkable activity is presented both in the canneries and on the river, and the same is beheld at the various fishing grounds along the coast. In 1901, which must be regarded as the banner year, over 10,000 persons were engaged in fishing boats and vessels alone. Licensed white fishermen, and Japanese, Indians and Chinese are included in the total of employees. The Indian women (or Koorichmen) and the Chinese are engaged on the inside, while the "siwashas," as the male Indians are termed, and the Japanese fish in boats. Licenses, of which a certain number are issued and controlled by each cannery, to fish and pull boats are necessary. For some years the number of licenses issued was confined to a certain number; but as this proved to be practically a monopoly for those who were fortunate enough to obtain them, the limit was taken off, and the only restriction now imposed are those of being a British subject and paying for a license.

### To Preserve the Industry.

Of late years on both sides of the line there has been a marked decline in the salmon catch, due to the destructive methods employed, principally by the fishermen on Puget Sound, which prevented the fish from reaching the spawning grounds and perpetuating their species. The Dominion and Provincial governments have established hatcheries at suitable points, but the scarcity of eggs has been much pronounced, and has brought home to the authorities a realization of the fact that some radical measures will have to be adopted to preserve the industry. Prominent canners on the Canadian and American sides urged upon the Dominion government and Washington state legislatures, respectively, the adoption of a closed season for the years 1906 and 1908, and a weekly closed period of 36 hours during the open season. This was ordered by the Canadian authorities, but the Wash-

### Halibut, a Fine Food Fish.

Next in importance to the salmon as an economic food fish is the halibut, its most formidable rival. It is the largest and most useful member of a large family. It is in great abundance all along the coast of British Columbia, being principally found around and extending north of the Queen Charlotte Islands, where it attains to a size in some instances of over 200 lbs., and a length of from 5 to 6 feet. The average size is, however, about 60 lbs., and it is caught in great quantities by deep-sea fishing, which has during the past few years developed to important proportions. Not until recently, however, except a limited local consumption, has the halibut as-

sumed any importance commercially. In 1897 the halibut industry was in an experimental stage, and several companies were packed by two companies in Nanaimo during the season, which is now practically closed. In addition to this there was a large amount of fresh fish and dry salted fish handled and disposed of on the Western markets. There are five ways of handling the herring with profit, and these are all taken advantage of by the companies engaged in the business. There is a good market for fresh fish for pickled fish, the smoked fish, for the salt-dried product and the herring handled in bulk for the halibut fishermen. The fishing is done in the harbor during the season from November to February. The most practical boat used is the ordinary Columbia river boat, stripped inside and sealed so as to take up nets quickly.

To handle this fish the Nanaimo Fisheries, Ltd., has a plant at the north end of the town, but although herring is the principal product treated, smoked finnan haddie and salmon are also cured. The present capacity of the plant is about 50 barrels of pickled herring a day. The company uses five boats and two steamers in catching its fish. This company packed during the past year about 3,000 barrels of herring. Another company that is operating extensively in herring is the Johnstone Fisheries, Ltd.

Oolachan, bass, sturgeon, shad and oil fish are also found quite plentifully in British Columbia waters, while whelks, cockles, clams and crabs are to be obtained in large quantities in both summer and winter.

### The Sealing Industry.

There is one very important enterprise, which, while its scope of operations is not confined to British Columbia waters, can properly be classed as a provincial industry. This is sealing, one of the oldest and most profitable industrial ventures on the Canadian Pacific seaboard. A striking exemplification of its importance is afforded when all the craft are assembled in Victoria harbor, which is the base of the sealing activity. Moored side by side, will be seen about 45 boats of various sizes, the largest being something over a hundred tons, and the average being sixty and eighty. They appear small indeed when one reflects upon the dangerous course they pursue, away across the Pacific to the Copper Island coast, down to California, and even as far south as Cape Horn and the Falkland Islands, and north to the Behring Sea, encountering the most tempestuous weather and mountainous waves that too frequently dash them to their doom. Each year the record of disasters to sealers becomes larger, but still the industry continues, illustrating the indomitable enterprise of men who refuse to surrender to the powers of the elements.

The history of the sealing industry has been replete with danger, exciting episodes and international differences. In such measure, that a chronicle of them would make fascinating reading. Fired by the prospect of big catches, and the consequent profit and enormous of their employees, the masters and crew have braved the fiercest gales, have defied the most dangerous regulations that the various nations have seen fit to impose, some of them by the way, being very arbitrary, and for their daring have been

overhauled by revenue cutters and vessels of war, and seized. They followed the tedious process of international negotiations, the unwinding of millions of yards of red tape from the reel of officialdom until after a term of years its end was reached and a settlement arrived at.

The sealing interests represented in Victoria amount to about half a million dollars. Some estimates exceed this sum by a wide margin, but this is the figure mooted in the tentative overtures looking to the purchase of Canadian sealing interests by the United States. The industry gives employment to hundreds of men, and puts into circulation thousands of dollars when the boats return from their different cruises. With the excep-



SCOW LOADED WITH FISH CAUGHT IN TRAPS.

tion of three vessels, the Victoria sealing interests are controlled by a company known as the Victoria Sealing Company, which was organized several years ago, through an amalgamation of most of the prominent sealing people.

The season opens in January, and lasts until May 1st, when seals are taken from Santa Barbara, in California, as far as the Alaska coast. From August 1st, until rough weather, the scene of operations is changed to the Behring Sea. Seal hunting is also carried on off the Copper Islands, on the Siberian coast. The schooners carry mixed crews of whites and Indians. Last year the total catch was in the neighborhood of 14,000 skins, considerably less than the previous year, when the total exceeded 20,000. In 1901, the number taken was 13,001; in 1902, 21,100; in 1903, 35,548; and in 1899, 35,471. The market is London, Eng.

### After the Great Leviathans.

There is, however, at the time of writing, in the process of incubation a new industry exploited in these waters. This is the whale, which is quite common off the West Coast of Vancouver Island. Already a whaling station and factory have been erected on Barkley Sound, the matter being the only one of its kind on the continent. The plant will be used for making commercial products from the carcasses of whales, which are to be caught in the Sound near by. Every portion of the whale will be as thoroughly utilized as were ever the component parts of the American hog in Chicago. First the oil will be taken from the big fish; then fertilizer will be made from the meat and the coarser bone substances, and finally the best part of the bone will be shipped to England as whalebone, where it brings \$2.75 sterling per ton, or nearly \$14,000. The oil, too, is a very valuable product, and is used very extensively in manufacture, being almost indispensable for the softening of jute and in tanning. The meat and bone when ground up make a very fine fertilizer, and finds a ready market on the West Coast. The plant will be owned by Capt. S. Balcom, who has his headquarters and residence in Victoria. He will employ one steamer to take the whales, the Norwegian boat Orion. No long cruises will be necessary, as one can stand on the wharf at the factory in Sechart channel and see the whales spouting at almost any time of the year. The cruises of the boat last until four whales have been killed. Two of these are towed alongside, two behind, and the trip is made back to the factory, where the whale is put through a process that leaves little of him except the spout.

### Prey of the Sportsman.

Switching from the economic or commercial to the sporting aspect, the field is equally interesting. The interior lakes, rivers and streams are literally alive with game fish, principally salmon and trout, while in the northern waters there are white fish. Especially are the waters of the province rich in trout. No other section of the Dominion offers better fishing than can be found near Victoria. Of the varieties of trout found in the rivers, streams and lakes of the province, the steelhead trout (*Salmo gairdneri*) is the best known and most highly considered, because of its abundance, great size and "game" and commercial qualities. From its being more or less anadromous in its habits, it is locally, and in many coast sections, classified with the Pacific salmon. The steelhead more closely resembles in form, color of flesh and habit the Atlantic salmon than any other form found on the Pacific Coast. It, like the salmon, spawns in fresh water only, but, unlike the salmon, it survives after spawning and returns to the sea. It feeds at all times freely in fresh and salt waters. Commercially the steelhead is of importance. It is commonly found in our markets from early fall until late spring. A considerable quantity is shipped from in cold storage.



SALMON FISHING AT MOUTH OF FRASER.

may, the fact remains that the fish that answer to the name in these waters cannot be surpassed in abundance and splendid canning qualities.

The quietest of salmon species in the Pacific are the sockeye, the spring or quinnat, the coho or silver, the dog and the humpback, and the greatest of these is the sockeye. It weighs from three to ten pounds, generally, has a blue back and silver sides, and is the most beautiful of this family. These fish enter the Fraser river as early as April, but are not taken until July, their capture before that time being prohibited by law. During the first ten days in August this migration to the spawning grounds assumes its largest proportions. According to Provincial Fishery Commissioner Bahcock, the sockeye run in all the Mainland rivers and in some of the rivers of the West Coast of Vancouver Island, and in the Nimish river, near the head of the East Coast of this Island. In the rivers of the northwest Mainland coast they run a month earlier than in the Fraser.

The abundance of sockeye in the Fraser varies greatly with given years; there are years known as "the big years" and as "the poor years." Their movement appears to be the greatest every fourth year, and the run is the poorest in the year immediately following. The causes which may have led up to this most remarkable feature have given rise to much speculation, and many theories have been advanced to account for them,

from three to eight pounds, and runs in August and September in the rivers on the northwest coast, and in September and October in the Fraser. Like the sockeye these fish travel in compact schools. The dog salmon does not belong to the "salmon four hundred," not being regarded as palatable enough to can for commercial venture. But it is not despised nevertheless, as the Japanese capture, salt and export them to the Orient by thousands. In the dog salmon there is a commercial opportunity that should not be ignored. The humpback, the smallest of the species, like the dog salmon, has not yet been able to join the elite, although a considerable use for it has sprung up during the past few years. The development of the market for cheap fishery products will probably cause a demand for them in common with the other specimens of the salmon family.

Salmon Canning a Big Industry. Salmon canning in British Columbia is a most extensive industry, and represents an enormous outlay of capital. It extends along the coast of the Mainland from the mighty Fraser to Northern British Columbia rivers and inlets, as well as along the coast of Vancouver Island. On the Fraser there are more than a score of canning establishments; there are in the neighborhood of a dozen on the Skeena farther up the coast, four on Rivers Inlet, several on the Nana, while

the intention of Messrs. Todd and Munsie to enlarge the cannery for next year's operations. The British Columbia Packers' Association of Vancouver, B. C., will have four traps between the Jordan river and Race Rocks to supply their canneries on Fraser River-Bell-Irving & Company, with headquarters at Vancouver, and canneries both on the Fraser river and Puget Sound will have three traps between the Jordan river and Otter Point. B. J. Short, of Vancouver, also has a valuable location at Clover Point, Beacon Hill, Victoria, and Chas. Windson, of New Westminster, and other individuals have traps at various points between Otter Bay and the Jordan river.

### Canneries at Esquimalt.

The first people to take advantage of Esquimalt as a cannery location were J. H. Todd & Sons and William Munsie, who built the Empire cannery. This is the largest cannery on the Island, the main building being 80 by 225 feet, and the L warehouse, 175 feet by 50 feet. The cannery will probably operate two lines, and is fitted with the most modern machinery throughout. The traps along the Southwest Coast of the Island will also be used to supply Messrs. Todd's two canneries on the Fraser river. Capt. Charles C. Matthews, of Anacortes, Wash., will have charge of the company's traps.

During the past year another company, the Capital City Canning &

ington House threw the measure out, and the Dominion regulation will therefore be withdrawn. Many believe that the adoption of a 36-hour weekly closed period will answer the purpose, and this course will likely be pursued. But it is recognized on all hands that something will have to be done. The following statistics will give an idea of the importance of the salmon fishing industry and the imperative necessity for its preservation:

### THE TOTAL PACK.

	Sockeye.	Spring.	Humpbacks.	Cohoes.	Grand Total.
Total Fraser River pack .....	72,688	9,482	1,006	45,067	128,903
Total Northern pack .....	226,539	25,309	35,000	23,484	330,901
Grand total for 1904 .....	323,226	35,421	36,006	71,151	465,804

### PACKED BY DISTRICTS, PREVIOUS YEARS.

	1903.	1902.	1901.	1900.	1899.	1898.	1897.	1896.	1895.
Fraser River .....	287,125	327,005	360,232	316,522	510,383	256,101	800,450	356,984	400,368
Skeena River .....	98,969	104,876	126,945	128,929	108,026	81,294	63,900	100,146	67,797
Nana River .....	12,218	22,218	14,700	18,226	19,443	18,033	20,847	14,640	19,350
Lower Inlet .....	10,196	7,539	6,451	10,834	10,142	10,312	10,006	10,393	8,881
China Hat .....	8,908	8,908	8,908	8,908	8,908	8,908	8,908	8,908	8,908
Rivers Inlet .....	69,390	70,238	66,840	73,413	71,079	104,711	40,207	107,408	58,570
Bella Coosa .....	9,732	4,667	4,158	4,649	.....	.....	.....	.....	.....
Namu and Kinsquilt .....	11,067	4,906	11,460	10,106	7,200	.....	4,357	3,987	3,000
Alert Bay .....	3,542	10,806	4,020	9,182	3,470	8,500	8,002	2,840	5,100
West Coast .....	8,818	5,004	5,984	7,002	2,004	4,350	4,434	5,107	3,320
Dean Channel .....	.....	7,007	.....	.....	.....	.....	.....	.....	.....
Smith's Inlet .....	6,140	5,200	.....	.....	.....	.....	.....	.....	.....
Observatory Inlet .....	5,994	.....	.....	.....	.....	.....	.....	.....	.....
Total .....	473,974	595,982	1,206,156	986,413	732,497	884,101	1,015,477	601,570	598,303



# The City of Victoria---Past and Present.

**F**EW cities on the continent have been the subject of so many descriptive articles in newspapers and magazines as Victoria. Writers of celebrity have expatiated on its charms from various view-points, and it is almost impossible to present much that is new within the limits of this article, despite the bewildering variety of features that one can contemplate. It is questionable if any place in the Canadian sisterhood of cities has won such a multitude of eloquent tributes, and assuredly none has received so large a number of ornate and euphonious appellations. Most towns of prominence have their pet names, and occasionally exaggeration has been employed in the christening. One may be known as the Windy City, another the Bay City, while a Terminal City, a Queen City, and a City of Destiny are more or less frequently encountered.

But each appellation with which Victoria has been honored is distinctively suggestive of some striking charm, and in itself is a tersely accurate description. It is known all over America as The Evergreen City, The Garden City, The Gateway City, Picturesque Victoria, and The City of Homes, and this catalogue will be increased as a larger measure of attention and admiration become centred upon it.

The history of the city has oft been told and retold. It did not spring up in a day, as is said of many a "rising, bustling community whose progress

bore to the world-famed diggings of the Golden State. The swollen stream of argonauts bound to seek their fortunes in the treasure troves across the Gulf, and the return of the successful ones with their "pokes" of yellow stuff, the love of which the Good Book describes as the root of all evil, gave Victoria an enviable prestige, and it became second in importance on the coast to the big city inside the Golden Gate.

But when the gold excitement died away, the glamor began to wane, and although the city's growth continued safely and steadily, it became overshadowed by those young strapping communities near at hand, which rose like the proverbial mushroom. Within the past few years a change has come over the scene, and it is here that the actual discovery of Victoria is made. Elko Cincinnatus, it has emerged from the realm of comparative, complacent obscurity, and now challenges the attention of all quarters. The great transportation companies have turned their search-lights upon it, the travelling public include it in their itineraries, hotels far and wide advertise its attractions, and seekers for an ideal home-spot rarely visit it without anchoring themselves within its boundaries.

Victoria has long been content to be the financial, legislative, legal and social centre of the province, and from that situation has derived a considerable pride. It has also been proud of its past, and of that conservatism which today is one of its premier charms. But if it is a city "with a past" it is also a

towards Victoria. First it purchased a freight and passenger steamship line, which practically controlled the traffic between Vancouver Island and the Mainland of British Columbia. Then followed the building of two passenger steamships—the Princess Victoria and Princess Beatrice—the first of which cost more than half a million dollars, and is the fastest craft on the Pacific. The construction of a hotel to cost in the neighborhood of a million dollars was next started, while many hundred feet of new docks followed in its train. The latest move on the part of the company is towards the acquisition of the Esquimalt & Nanaimo railroad, a line which traverses this Island from Victoria northward for a distance of eighty miles.

The Canadian Pacific railway is, therefore, pretty solidly established in Victoria. But there is every indication that it will not be left in undisputed possession of the field. It is generally conceded that had this corporation not made the first move towards the Esquimalt & Nanaimo line, either the Great Northern or the Grand Trunk Pacific would have bought it, and the access of one or both at an early date is hopefully anticipated.

Besides these signs of a prosperous future, however, Victoria has advantages—natural advantages—which once thoroughly realized must command consideration. It is the portal through which ambitious young Canada gazes yearningly towards the vast, unexplored field of Oriental trade. It is the point of call on the American continent

steamship connection with the Sound and Mainland. But in those early days the Orient was a terra incognita, a far off Cathay, about which people could close their eyes and dream. Now there are huge liners ploughing the vast expanse which separates the Far East from the Far West, ships of such size that their holds could easily accommodate an entire fleet of the olden days. There are the superb C. P. R. Empress liners, the big carriers of the Nippon Yusen Kaisha line, the gigantic China Mutual and Boston Towboat steamers, and the latest contribution to Pacific marine architecture, the colossal vessels built by that energetic old gentleman, J. H. H. and the largest freighters in the world. All these ply to and from the

peted with some of the largest establishments on the coast. The B. C. Marine railway at Esquimalt, the Victoria Machinery Depot and the Marine Iron Works, in the hands of capable, energetic men have proved formidable rivals of the San Francisco and Seattle firms making a specialty of ship doctoring, several choice contracts having been captured within the past year. In other lines there are industrial enterprises of equal importance, not the least of which is the Victoria Chemical Works, importing annually thousands of tons of nitrates from South America, and sulphur and other raw products from the Philippines and other parts of the world. Clothing factories, coffee and spice mills, machinery manufacturers, and a cereal

rich point for mineral refineries. With its advantages as a shipping port and its proximity to great bodies of ore, it cannot fail to engage the attention of the mining promoters. And all this, promised activity, which must be a realized fact within the next few years, will redound to the commercial welfare of Victoria.

But it is as a city of beautiful homes—homes built because it is a city of unparalleled residential charm—that Victoria stands in the vanguard of communities. And in this respect it is only on recent times that the tourist has discovered that right there on the Strait of Juan de Fuca is a Venice, not fashioned by man, but by the supernatural ingenuity of Nature. Various endowed in climate, in location, in adaptability to the agencies of human kind, it is a foundation for a civic structure that must be the delight of all who behold it. And every year sees a wider appreciation of that fact; every year sees an influx of home-seekers, people who have fought their fight with the world and have won, people who crave increase of toil and weary incidental to capricious commerce and state, and there is none who departs disappointed. Last year about seven hundred thousand dollars were expended in building operations, and most of this sum was in residences. The homes erected are superior in architecture, and it is these, with their beautiful gardens, that so deeply impress visitors. It is the same in winter as in the summer. Roses and other flowers bloom in December, while winter plants, such as holly, replace the foliage that has not the perennial fibre. During the whole of last year the lowest thermometer registered was 22.5, and the highest was 82.3. The total rain precipitation was 25.53 inches, while there was only 9.77 inches of snow.

The pride of the residents in their lovely homes is only equalled by the pride of the city fathers in their city. They, too, overlook nothing that can beautify the charge entrusted to their care, a fact attested by the miles of permanent cement pavements and well-kept roads. The latter are paved with blocks made of Douglas fir, with which British Columbia's forests abound. Last year seven miles of permanent sidewalks were constructed, the work being carried out under the local improvement plan by which the property owners affected contribute two-thirds of the cost and the city the remaining portion. A watchful eye is kept on the park and other beauty spots, for which this city is noted. It is these resorts which win the admiration of all lovers of the beautiful. Some are the handiwork of Nature, and others the product of man's ingenuity. Beacon Hill park, within a mile of the city's heart, commanding a superb view of the Straits of Juan de Fuca, and the serrated rampart on the Washington side, the Olympic mountains, is too well known to require any description in this article. Then there are Oak Bay, Foul Bay, Cordova Bay, Macaulay Point and other charming spots, all easily accessible, keeping the tourist continuously adjusting his camera. Farther away, but conveniently reached by train, are the famed fishing and hunting resorts, which attract sportsmen from all parts of the world.

The two vital departments of health and education are regarded in the most important light by the civic authorities. The sanitary system has lately been wonderfully improved, with the result that the health statistics last year broke all records, showing an almost total exemption from infectious diseases of a serious nature. The most approved methods are employed, features of the system being the septic tanks which rob

the sewage of all impurities on its progress to the sea. For the treatment of the sick there are two splendidly equipped hospitals—the Jubilee and St. Joseph's. Of the former, no less an authority than Lord Lister said it was one of the best conducted institutions he had ever inspected.

The municipal machinery of Victoria is very simple. The council consists of a mayor and nine aldermen, the latter representing three divisions or wards. They are elected annually, the balloting taking place in January. No political party lines are drawn, the appointments being wholly on the merits of the candidates and the policies they enunciate. The council is divided into committees, each of which looks after a department of the civic service. For instance there are committees on parks, finance, cemetery, Home for the Aged and Infirm, and electric lighting, while the council sits as a committee of the whole on public works. The fire department is under the guardianship of the mayor and two aldermen, who are known as fire wardens.

The administration of the school affairs of the city is in the hands of a board comprising seven trustees, three of whom are elected every year. Victoria's educational system is one of which the city may well be proud, its standard being surpassed by no place on the coast. Besides a high school, or collegiate institute, which is affiliated to McGill University of Montreal, it has graded schools in all parts of the city, and an



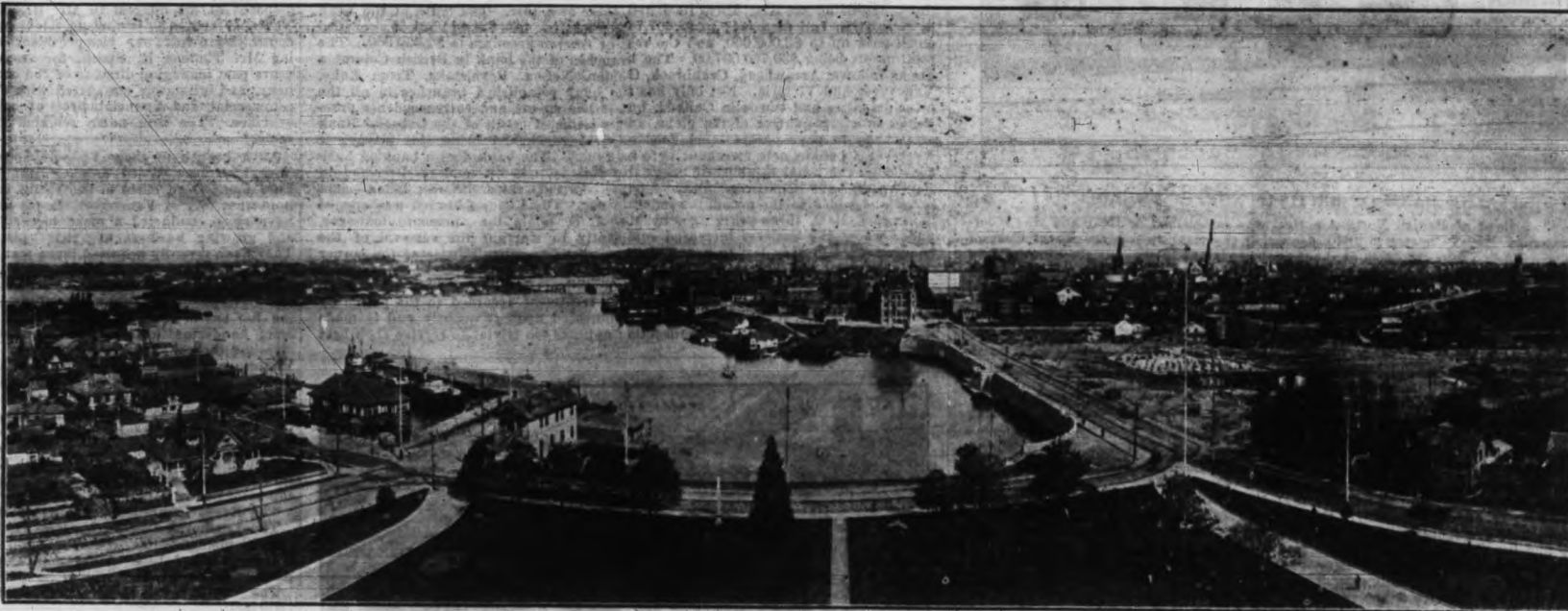
SEEING VICTORIA.

agitation is on foot for the erection of two more. The curriculum includes courses in manual training. There are about seventy teachers, comprising the manual training instructors, and about two thousand seven hundred pupils.

The police department comprises twenty-four men, including a chief, three sergeants, three detectives and patrolmen. A glance at the criminal records for the past year, which show but very few serious crimes, will afford conclusive testimony to the efficiency of the force, and the wise administration of justice. The force is governed by commissioners, of whom the Mayor is ex-officio chairman. Of the others one is an alderman, and the other a private citizen appointed by the provincial government.

The fire department is housed in four halls situated in various parts of the city, and is as well equipped as it is possible to make it. At the time of writing provision is being made for the establishment of what is known as a permanent system, that is, a force consisting entirely of permanent men instead of a composite brigade of volunteer and permanent firemen as has existed up to this time.

The water supply, another vital necessity, is about to be improved at a cost of a million dollars, and when the contemplated plan is carried out Victoria will have a water system not only sufficient for present needs, but adequate to meet the requirements of the place for many generations.



VIEW OF VICTORIA FROM PARLIAMENT BUILDINGS.

has been little short of miraculous. Years were consumed in the making of British Columbia's capital, years in which fortune was mercurial. Long since has it discarded the swaddling clothes of infancy and yet, paradoxical though it may sound, Victoria is but a recent discovery to the world—Victoria as a city of unrivalled situation, a city of incomparable beauty, and a city of pronounced commercial advantages. Its actual existence covers about six decades. In the beginning it was a little Hudson's Bay post, dignified by the Indian name Camosun. Eight years afterwards, in 1851, the trading headquarters became ambitious, and a city was laid out, but was not incorporated until 1862. A few years before incorporation, however, an event occurred which inspired in the community aspirations to commercial position and power. This was the discovery of gold on the Fraser and in Cariboo, and Victoria—the name bestowed upon the place in honor of the late Queen—became the distributing point, bearing the same relation to the new treasure fields that San Francisco

city with a future. It is par excellence the finest residential locality on the coast, and many say, on the continent. Its climate is mild and equable, its scenic charms are unsurpassed, and it has the happy knack of clinging to one's heart like the tendril that affectionately attaches itself to a lattice. Vincent Harper the well-known litterateur dropped in one day to see what the place was like. That was two years ago, and he is there yet, discovering, like others, that Victoria is a flower that long blushed unseen and wasted its fragrance upon the waves that hurl their tributes of foam against its shores.

There is nothing more infallible in the world of commerce than the attitude of a big railroad corporation. It is in truth a commercial barometer guided by men disciplined under the rule that they should never make mistakes. When it moves its ponderous machinery in a given direction, it seems business and seldom is that seen a false one. Within the past four or five years the Canadian Pacific Railway Company, one of the largest concerns on earth, began to move

of those argosies of commerce, which unlike Jason's golden fleece expedition carry their wealth in their holds, and not in prospect. It is the capital of a province, the wealth of which cannot be estimated. But outside of all these, there is a force which must grow more potent with the march of time. That force is the matchless resources of Vancouver Island, on which the city is so advantageously situated—a veritable empire in itself. Coal measures that have become famous throughout the world, vast deposits of iron, copper, silver, gold, limestone and other minerals, mercantile timber in large domains, and fisheries, but superficially developed, are the signs of prosperity that Victoria has behind it, and with their development the city's stride must inevitably keep pace.

It was only a comparatively short time ago when Victoria's communication with the rest of the world was in the hands of two or three lines of steamships. Craft plied between the place and California in the days of the gold excitement, and for a long time there has been

Orient, and some of them around the world. Then there is an excellent service to Australia, while the Pacific Coast Steamship Company liners provide frequent communication with California. The coasting trade of the Northwest waters has expanded enormously, and there is no point that is not now within the most convenient reach of this city, including every Alaskan and northern British Columbia port of any magnitude. A subsidized service is about to be undertaken to Mexico. It will be seen therefore, that seaward steamship communication radiates from Victoria to every point of the compass, and this should be a strong factor in its development.

The population of the city is between twenty-five and thirty thousand, but its area is much greater than one would imagine from that figure. It is possible to board a car at the ocean dock looking out upon the Straits of Juan de Fuca and ride for a distance of four miles in a fairly direct line. Suburbs are springing up rapidly, and the limits are being gradually extended so as to include them within the municipality. On the east is the Oak Bay suburb, on the north Mount Tolmie, and on the west Esquimalt. All these afford wide scope for the city's extension—an extension that will not involve the hewing of trees, the blasting of rocks or the surmounting of those other physical obstacles so frequently met with in less favored places. The assessed valuation of the city is about eighteen million dollars, and the rate of taxation is not unreasonable in comparison with neighboring municipalities. Victoria's standing in the financial world is the highest on the coast, a fact of which the officials are exceedingly proud. It is regarded as the wealthiest city of the province, being the home of many of those energetic and thrifty pioneers who are now enjoying the results of their hard work and enterprise. There are very few idle men to be seen loitering on the streets, and the whole air of the place is one of prosperity. It has a large number of pretentious wholesale houses, which do a big business with the Island, provincial and northern points, while it has some of the finest retail establishments on the coast. It has five banks, outside of the savings department under the control of the Dominion government, and last year's clearings aggregated \$30,000,000.

While Victoria is known chiefly on account of its residential attractions, its commercial characteristics are many. In the first place as a shipping point it is in the front rank. According to the Dominion trade and navigation report for the fiscal year 1904, the total number of foreign vessels that entered and cleared at this port was 2,317, representing a tonnage of 2,073,357. There was only one city in Canada with a greater total, and that city was Montreal.

Of industries there are a large number. The ship building and repairing concerns are among the city's chief advertisements, for they have successfully com-



VIEW OF PARLIAMENT BUILDINGS AT VICTORIA.



HANDSOME POST OFFICE AT VICTORIA.



Sketches of Different  
Business Enterprises that  
have Won Recognition

# In Victoria's Field of Commerce

Including Wholesale and  
Retail, Manufacturing and  
Many Other Concerns

Victoria has long been regarded as a very wealthy city. It is said to have more ready cash per capita than any other place in Canada. The people live in comfort and enjoy a certain amount of luxuries, cases of poverty being rarely encountered. This satisfactory condition can be attributed, perhaps, to the charms of the city for residence purposes. Years ago when it was the distributing point for the gold fields of the province it became known among the argonauts as the

ideal place in which to establish homes, and the successful ones acquired holdings and anchored themselves within its limits. Then came visitors—tourists—who likewise were smitten by its attractions, and they in turn secured property, erected residences and brought their families to their new home city.

The condition of a place can be pretty accurately gauged by its banking institutions. The managers of these establishments constantly have their fingers on the financial pulse of the community;

they know just what the standing of its citizens is, and enjoy a bird's-eye view of possibilities that is denied those in other walks of life. As a banking centre Victoria is noted for its solidity. The great bulk of its business men are in excellent standing, a condition that can be inferred from the fact that the rates imposed by the banks are as low as at any place in Canada. Business is not conducted with a boom and a splash—and often the crash—which characterizes the commerce of many a more pretentious

community, but it continues to be uniformly steady and safe.

There are five banks in operation in Victoria. These are the Bank of British North America, which is the oldest, having been established in 1859, the days of the gold excitement; the Canadian Bank of Commerce, formerly the Bank of British Columbia, which sprang into existence in the city in 1863; the Bank of Montreal, which was established some years later, and the Imperial Bank of Canada and the Royal Bank of Canada,

which are comparatively newcomers. These are all branch establishments of standing.

The Canadian system of banking is an excellent one. Its ramifications take in all the settled parts of the Dominion, little places of two hundred and three hundred people having their establishments. Resultant from this, a man who lives in Victoria, Vancouver or a mining town in the Kootenay can borrow money as cheaply as he could if he resided in Montreal or New York. The banks in

small places are deposit branches, where money is gathered up and invested in the larger communities where there is a call for it.

In addition to these institutions which, of course, have their own savings departments in connection, there is the Dominion Savings Bank, operated under the direct supervision of the federal government. The financial condition of the mass of the people can be easily learned by the extent of their deposits, and it is gratifying to note that these are increasing yearly. Then there are other financial institutions, such as the B. C. Permanent Loan and Savings Company, associations, which have found Victoria a good field for operations.

The total bank clearings for Victoria for the year ending March 31st were \$33,507,406, a gain of about two millions over the total for 1903.

The five chartered banks in Victoria represent a paid up capital of over \$33,000,000 and a reserve of more than \$22,000,000.

## R. C. PERMANENT LOAN AND SAVINGS CO.

In Victoria we have a number of large financial institutions with capital representing many millions of dollars, but none excel in significance more than the bank which handles the savings of the people. First and foremost in popularity and solidity is the R. C. Permanent Loan and Savings Company. The presence of a savings institution in a city is a sure indication of a successful community, for the wage earner must be steadily employed or he cannot accumulate a reserve. The company was incorporated about seven years ago, and now has a subscribed capital of \$3,000,000, of which over \$1,000,000 has been paid up. A company having this financial strength is naturally the one most desired by a depositor, whose savings represent many days or perhaps years of strenuous labor, and the fact that the officers and directors are all men with substantial reputations for honor and financial ability, has turned the attention of workers to this institution as a safe and profitable means of adding to their little store. By the assistance of this concern many people are enabled to build homes for themselves, repaying the loan in small installments and at a reasonable rate of interest. Many of the prettiest cottages in the Coast cities bear witness to this statement, and the B. C. Permanent Loan and Savings Company has been a recognized factor in the growth of the province. The company is extremely liberal in their dealings with their patrons, allowing them four per cent. interest on deposits and six per cent. on short term investments. The company has the entire confidence of the community, who show their appreciation of the admirable management and financial ability of the officers by entrusting to them their hard earned store of wealth. The company is also selling debentures bearing interest at the rate of 5 per cent. per annum. The head office of this progressive company is located at 321 Cambie street, Vancouver, B. C., with a well equipped branch office at 39 Government street, Victoria.



## ROYAL BANK OF CANADA.

It is nearly one hundred years since the first savings bank was established in Canada, and it was at that time difficult to find one which would care to take a wage earner's small savings, considering it too insignificant for the great dignity of a bank. To-day the banks throughout Canada have on deposit many millions of dollars of these small accounts. As an example of the great concern, who make a specialty of wage earners' accounts we refer to the Royal Bank of Canada, whose head office is at Halifax, N. S., and its many branches extend to every city in the Dominion, as well as New York, Cuba and Newfoundland. Financially they are a tower of strength, having an authorized capital of \$4,000,000, of which \$3,000,000 is fully paid up, and the enormous reserve fund of \$3,500,000. The bank was incorporated in 1869, and through its liberal management and capable financiers has prospered amazingly, until now it stands a veritable financial Gibraltar. To illustrate the substantial condition of this institution Dec. 31st, 1904, the following statement will be interesting:

Assets.	Liabilities.
Cash on hand .....	\$ 3,111,168 66
Due from other banks .....	3,209,840 71
Canadian, British and Foreign government and other bonds and stocks .....	6,042,175 85
Call loans on stocks and bonds .....	2,649,814 09
Deposits with Dominion government for security of note circulation .....	120,000 00
Loans and discounts .....	\$15,192,989 31
Bank premises, safes and office furniture .....	13,548,468 03
	442,185 58
	\$31,183,652 92
	\$31,183,652 92

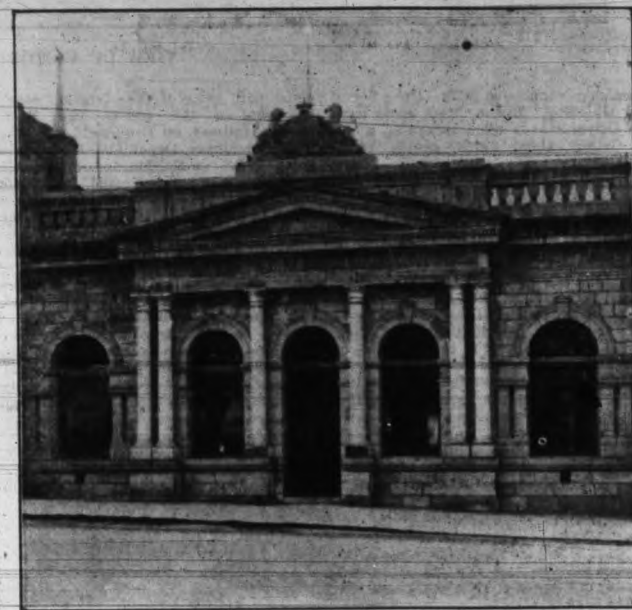
78% percentage of immediately available assets to liabilities to the public was: Dec. 31st, 1903, 58.10 per cent.; Dec. 31st, 1904, 61.35 per cent. The percentage of net profits for the year was at the rate of 14.50 on the capital stock.

## CANADIAN BANK OF COMMERCE.

This splendid financial institution, acknowledged as one of the best known and most substantial of its kind in the world, is represented by the local branch, situated at the corner of Government and Fort streets. This branch was originally established by the Bank of British Columbia in 1867, and on January 1st, 1901, was amalgamated with the Canadian Bank of Commerce. The reputation of this bank is second to none in the world, its branches, more than 100 in number, extending from Nova Scotia to British Columbia, and from the utmost limit of the British possessions on the north to San Francisco on the south. No bank in the city is considered more secure, and from the earliest days of its operation it has been a distinct factor in the growth and upbuilding of the Pacific

Northwest. It conducts a general banking business, buys and sells sterling and inland exchange, purchases commercial bills of exchange, issues drafts payable at any one of its branches of the bank or at any points covered by its branches and correspondents. It also issues commercial credits, having exceptional facilities for this class of business in this and foreign countries. Travellers' letters of credit are issued, available in any part of the world. The bank issues interest-bearing receipts and conducts a regular savings department in which interest at current rates is allowed on deposits. The following is a brief statement showing capital and surplus to date:

Capital .....	\$ 8,700,000 00
Reserve and undivided profits .....	3,528,726 39
Total .....	\$12,228,726 39



## THE BANK OF BRITISH NORTH AMERICA.

The Bank of British North America was established in 1836, and was incorporated by Royal Charter in 1840, acquiring the right to use the Royal Coat of arms. Coming into existence at the time when Canada was on the threshold of its nationhood its history has been largely the history of the country, in the development of which it has assisted to no small extent. While always reputed to be the most conservative of the great Canadian banks it has ever been foremost in giving banking facilities to new sections of the Dominion, and was the first to establish an office in Dawson in 1898. The head office of the bank are in London, England, and the general manager, Mr. Stikeman resides in Montreal, where the head offices for Canada are situated. Mr. Stikeman is well-known in Victoria, where he recently was on one of his periodical visits. The bank has a capital of \$1,000,000 sterling and a reserve fund of \$420,000—sterling, and has branches throughout Canada from Halifax in the East to Dawson in the extreme northwest, as well as agencies in New York and San Francisco. The Victoria branch of the bank was established in 1859, and from that date until 1902 it occupied the old building on Yates street on the site where its present handsome offices stand. It is quite safe to say that there is no better banking building in the province, and few elsewhere than the Victoria office. On the outside it presents every appearance of a bank, while internally the dome and the mahogany and bevelled plate glass fittings give an effect rarely excelled. In addition to its business office the bank owns a handsome residence and grounds on Cook street for the use of its manager. The local manager is Mr. W. T. Oliver, who has been in the service of the bank some 22 years, of which twelve have been spent in British Columbia, the last four in Victoria.

## BANK OF MONTREAL.

No history of the financial concerns of the province of British Columbia would be complete with the omission of the Bank of Montreal, whose Victoria branch is established in their commodious and handsome building at 82 Government street. This financial institution was established in the city of Montreal in the year 1817, which home office stands as the father of over sixty branches in North America. There are thirty branches in Quebec, eleven in Manitoba, eleven in British Columbia, besides those throughout the United States and Europe. The enormous proportions to which this bank has grown and the financial strength which it represents is entirely credited to the businesslike methods which it has pursued and the practical management of its officials. A successful and prosperous career has been their reward, for after being a representative concern for nearly a century it still carries the confidence and esteem of the business men throughout the English-speaking world. The Bank of Montreal does a general banking business, issuing drafts on all parts of the United States, Great Britain and the continent of Europe. Letters of credit issued, available in all parts of Europe, India, China and Japan. Allows interest at current rates on special deposits and savings bank accounts.

Capital stock .....	Liabilities .....
Rest, balance and undivided profits .....	\$ 14,000,000 00
Notes of bank in circulation .....	11,254,176 02
Deposits .....	\$10,925,080 00
Due other banks .....	94,794,413 29
	162,489 97
	\$105,882,592 26
	\$131,106,768 28
Assets.	
Coin and government notes .....	\$ 8,532,471 38
Deposit with government against notes in circulation .....	400,000 00
Due from other banks, call and short loans in Great Britain and United States .....	29,167,704 40
Government securities, stocks, bonds, notes and cheques of other banks .....	10,701,514 06
Bank premises in Montreal and branches .....	\$ 48,881,680 03
Current loans, mortgages and other assets .....	81,085,078 35
	\$131,106,768 28

**J. E. CHURCH.**  
Outside capital is finding Victoria really a gilt-edged investment, and much interest has been displayed of late as to the possible enhancement of value during the coming season. One of the best informed appraisers in our midst is Mr. J. E. Church, who is quoted as an authority on values and titles. His offices at No. 14 Truncheon avenue are a mecca for strangers, who when seeking information seek also reliability. Mr. Church has been identified with the real estate and insurance business for a number of years, and has prospered because of his perfect knowledge of the details of his business. His lists are very complete, and are open to patrons and prospective settlers. Besides a general business in city and country property, he represents a number of the safest insurance companies in existence, among which are the B. C. Land, Loan & Deposit Co., the Dominion of Canada Guarantee & Accident Insurance Co., and the British Columbia Colonies Co., Ltd. He loans money on bonds and mortgages, looks after estates, etc., and conducts a complete real estate business. He is manager for the B. C. Mercantile Agency, and for a number of other concerns who need representation here. Mr. Church is a man of great civic pride, and is a staunch friend of enterprise and progression.

**J. A. DOUGLAS.**  
Real estate is essentially an important factor in the success of a community, as upon it is based the index of a city's prosperity. The dealer in real estate deserves great credit for the astonishing growth of the city of Victoria, and no agent has had a more intimate acquaintance with this advancement than James A. Douglas, of 22 Bastion street. Besides being a dealer in real estate, Mr. Douglas does a general insurance business, handling estates and representing the property owner in every way. When Victoria's success was uncertain, Mr. Douglas began working toward the building up of a community of which but little was known. Aside from being a shrewd, careful business man, Mr. Douglas has always taken a lively interest in the welfare of the city from a political view, for being a descendant of that well-known pioneer, Governor Douglas, whose memory is still fresh in the hearts of our people, Mr. Douglas has inherited his instincts, and has devoted his energies toward the betterment of the political conditions. He is alderman of the South Ward, to which position he was elected by a large majority, where he is now serving with distinction to himself and satisfaction to the people.



Interior View of Imperial Bank of Canada.

**E. A. HARRIS.**  
One of the most prominent individual dealers in real estate, lands and securities in Victoria is Mr. E. A. Harris, who occupies office room at 35 Fort street. Mr. Harris conducts a general real estate and insurance business. He attends to rentals and deals, trades in and exchanges city and country properties of every description, including mines and timber lands, manages estates for resident and non-resident owners, trustees, etc., collects rents, pays taxes and insurance, and keeps the properties at the highest point of income-earning efficiency. He negotiates loans on real estate security and other prime collaterals, and makes a specialty of handling mining stock. He has by close attention to business gained the confidence of the public by years of faithful work and prompt returns to his clients. When looking after property for investment or business of any kind, it is gratifying to find a man with the standing of Mr. Harris.

**GRANT & CONYERS.**  
Practically covering the field of real estate, insurance and investment in Victoria, Messrs. Grant & Conyers are one of the strongest firms at present doing a general business here. Successors to the old established firm of P. C. McGregor & Co., they took up the business of the retiring firm with the determination to advance to the front, and their success has been equal to their greatest expectations. Being well trained business men (owing to their unflinching courtesy and attention to every detail), popular with the people of the real estate world, they soon strode neck-and-neck with the older established concerns, and will no doubt in the near future be recognized leaders in their particular lines. Having on their lists the very best properties offered in the city at the present time, they are not only able to suit the large buyers, but also by arranging easy terms, offer inducements to the small buyer, and many thrifty Victorians now occupy cozy homes because of the concessions made to them by Grant & Conyers. Tourists and home-seekers cannot do better than consult with this firm, offering as they do homes and building sites in any part of the city, making a specialty of loaning money at low rates, arranging easy terms of purchase, and offering the best of protection against loss by fire. They can

always be sure of courteous attention and advice at their offices, No. 2 Vic street, opposite the main entrance to the Driford hotel.

**J. MUSGRAVE.**  
Shrewd investors long ago pinned their faith to city property as an investment that could not fail to yield good returns either in rental or increased property values as the city increased in population and wealth. Their business acumen was in every case, as we know, duly rewarded. The result has been that there are to-day a number of substantial firms who deal extensively in real estate investments. Such a man is J. Musgrave, located at 17 Truncheon avenue. Mr. Musgrave established his business here a number of years ago, and since its inception has gradually grown until now he ranks among the foremost of the city. He handles choice real property in every part of the city, besides taking care of property for non-residents, collecting rents, paying taxes, etc. Mr. Musgrave has won his popularity by fair dealing and honesty with all his customers, and has established a most enviable reputation. He also represents a number of leading fire insurance companies, writing insurance at the lowest premium rates.

**BEAUMONT BOGGS.**  
Hand-in-hand with the increase of our population comes the growth of the values and conditions of real estate. Foremost amongst those keen, shrewd business men who saw advantages to be derived by living in promising cities was Mr. Beaumont Boggs, whose offices are at 42 Fort street. Mr. Boggs in looking forward knew that in a short time the old settler in Manitoba and other north central provinces would dispose of his acreage and would want to spend the rest of his days in a more genial climate. Mr. Boggs's instincts were correct, and he now has the satisfaction of seeing his financial rating compare favorably with the best dealers in his line. Besides farm lands, Mr. Boggs handles city and suburban properties and homes, doing a good all-round business in a general way. He is perfectly reliable, and strictly honorable in all his dealings. He is the local representative of one of the soundest insurance companies in Victoria.

## ROBERT WARD & CO., LIMITED.

The commercial and financial houses of British Columbia are amongst the largest and strongest in the Dominion of Canada, and furnish undeniable proof of the standing of our province in the world of merchandise and money. At Victoria (one of the oldest cities on the entire Pacific Coast, having been founded in 1843), is the head office of Messrs. Robert Ward & Co., Ltd., a firm which has stood the test of years, and is to-day foremost in the rank of enterprising and progressive concerns. This business was established in 1862 by Henderson & Burnaby, the proprietorship changing in 1870 to Stahlkechmidt & Ward. In 1881 Mr. Robert Ward became sole representative under the style of Messrs. Robert Ward & Co. The business was most successfully carried on under this name until 1891, when it was incorporated as a Limited Liability Company, with an authorized capital of \$300,000. Mr. Robert Ward being president. In 1904 Mr. Ward, upon his retirement from business, disposed of his interest to Mr. Richard Vance, who is now president and controlling owner, the vice-president being Mr. Thomas R. Smith, for many years past managing director of the company, and intimately associated with the commercial and financial life of the province. The firm name remains the same.

As a branch of their Victoria home, Messrs. Robert Ward & Co., Ltd., in 1880 founded an office in the rising and important city of Vancouver, B. C., and have since conducted a most successful and growing business at that place. They have recently acquired large warehouse interests there, and are foremost in all connected with shipping and wharfage matters. Their present premises being too small, it is intended shortly to erect handsome offices at Vancouver, rivaling the noble edifice they occupy at Victoria, which, known as Temple Building, is alike the acme of commercial convenience and structural beauty.

The firm, both at Victoria and Vancouver, are shipping, insurance, commission, financial, real estate and general agents of the highest class, and represent the following companies, which are amongst the strongest and best in the world:

- The Royal Insurance Company (Fire).
- The London & Lancashire Fire Insurance Company.
- The Standard Life Assurance Company.
- The Western Assurance Company (Marine).
- The London & Provincial Marine & General Insurance Co., Ltd. (Marine and General).
- The London Assurance Corporation (Marine).
- The Ocean Marine Insurance Co., Ltd. The Hartford Steam Boiler Inspection & Insurance Company.
- The Ocean Accident & Guarantee Corporation, Limited.
- The Swiss Marine Insurance Companies, Combined.
- La Fonciere Compagnie D'Assurance (Marine).
- Lloyd's.
- Curtis & Harvey, manufacturers of sporting powder and ambrerite (smokeless).
- Wilkins & Co., Ltd., makers of English wire rope.

Robert Ward & Co., Ltd., are also largely interested in the fishing industry of British Columbia, being exporters of canned salmon of the choicest brands, and agents for some of the best cannery establishments.

Real estate and finance are also important features of their business, the British Columbia Corporation, Ltd., a strong financial concern, being represented by them as managing agents. Some of the largest municipal debenture loan issues of the province have been purchased by this firm. Valuable city property at Victoria and Vancouver, and lands adjacent thereto, are controlled by Robert Ward & Co., Ltd., who are the esteemed and trusted managers of large estates, and the collectors of rents in connection therewith.

The London representation of the firm is in the hands of Messrs. H. J. Gardiner & Company, of 70 Basinghall street, E. C., and their correspondence are to be found in all quarters of the world.

Attached to Robert Ward & Company's offices is the consulate of the Swedish and Norwegian governments, and also that of the government of His Majesty the King of the Belgians.

A large stock of wire rope, sporting powder and smokeless ambrerite, cement, tinplates and other canneries supplies, iron, fire bricks, fire clay and general merchandise is always kept on hand for immediate delivery.

**A. W. JONES.**  
Among the best known real estate men of this city is Mr. A. W. Jones at 29 Fort street, who has been identified with its growth for a number of years. Since the establishment of his business here he has by his reliable dealings developed it to its present proportions. He buys, sells, rents and exchanges all classes of city and country property, giving attention to the management of estates, collection of rents, etc. Besides the above Mr. Jones writes fire insurance, and representing some of the strongest companies on the continent, among them being The Canada Life Assurance Co., The Phoenix of London Co., the Home of New York Co. and Caledonian Fire Insurance Co. Mr. Jones is a great believer in the city of Victoria, and is ready to give information to any who are interested. He enjoys the confidence of the people, and is held in high esteem.



## Sketches of Different Business Enterprises that Have Won Recognition

**ACTIVITY** in building in Victoria is steady, not spasmodic. Until one makes a tour of investigation he is unaware of its actual extent. During the past few years a great many structures have been erected, some in the business section, but the majority in the residential districts of the city. It is these latter that are responsible for the expansion of the many charming suburbs that surround the place. Out towards Oak Bay, Esquimalt and Victoria West and in other directions, where but a short time ago houses were much scattered, today there are scores of handsome homes, whose attractiveness is greatly enhanced by the beautiful grounds around them.

And it is this characteristic of the place which most deeply impresses visitors. While they admire the solidity of the business section, they are enchanted with the beauty of Victoria's residences. It is there, then, that the building operations are most keenly felt, and it is gratifying that such is the case. The distinction of being a city of homes par excellence is an enviable one, and should not be allowed to drop from the attention of the world.

An exceptionally large number of residences were erected in Victoria last year, ranging from the humble to the palatial. Many of these were built by people who dropped into the place in a casual way, and were so captivated by its attractions that they determined to live here. They represent the most approved designs in modern architecture to be found on the continent. In this connection the Victoria architects are well abreast of the latest advances made in their profession, and their product is not surpassed anywhere.

The decision of the Canadian Pacific Railway Company to erect a handsome brick and stone tourist hotel at Victoria gave a magic stimulus to building circles. The foundation was completed in the spring, and the officials of the company hope to see the whole structure finished early in 1907. It will be one of the finest tourist hotels on the continent.

### GEORGE SNIDER.

It is not flattery to give praise when it is earned, even when modesty prevents the recognition of the compliment. In Mr. George Snider, general contractor and builder, Victoria possesses a rare artisan and mechanic. Starting a few years ago as a journeyman, Mr. Snider drew the attention of the people to his personal performances, and advised him to begin contracting, promising their support. He succeeded from the start, and we as a people point with pride to the results of his efforts. Among the buildings of importance that were built by Mr. Snider are the remodeling of Spencer's arcade and the beautiful new Carnegie library, just completed. Both are elegant buildings, and will stand for centuries as monuments to the progressive spirit of the builder. Mr. Snider is a man whose ideas are modern, and he as an individual is a citizen of enterprise, and takes an active interest in local progress. His office is at 3 Elliott street.

### FREDERICK J. MESHER.

The architectural beauties of Victoria are not needed and commented upon by all who visit the city. This is due very largely to the builder, who must watch and execute every detail of the architect's drawings, and whose experience and artistic originality must have a very extensive range. Among these entitled to favorable mention is Mr. F. J. Mesher, whose offices are at No. 92 1/2 Fort street. Mr. Mesher is an expert mechanic himself, and of the school that taught precision and durability. His experience has been very extensive, and many are the beautiful buildings in this city that stand as monuments to his energy and ability. Being a practical man he has received the preference on many contracts because of the reputation he has for strict adherence to his specifications. Among the buildings of note which Mr. Mesher has constructed is the grand residence of Capt. J. W. Troup, on James street, Victoria West, and the Oak Bay hotel, a large and beautiful building on the bay of that name. The plans were intricate, but the hotel, which finished was a perfect reproduction of the drawings. Mr. Mesher should be proud of his success.

### W. J. ANDERSON.

No man would consider his home complete in these days of progress without a modern mantle and grate, beautified by handsome tiling and completed in a perfect workmanlike and artistic manner. The store and show rooms of Mr. W. J. Anderson at No. 2 Langley street is a demonstration of what can be done toward making the home cozy, sanitary and beautiful. Arranged in artistic display these are to be found at this establishment hundreds of designs in wood, iron and mosaic fireplace materials, intended to suit all tastes and to please all eyes. Here are found mantles for the rich man's house and mantles for the poor man's home. Each one has its special commendatory feature, whether plain or elaborate high priced or low. The work and finish of this material is the best that human hands can make it, and the prices are such that make the warrens of Mr. Anderson the mecca of those who are building or intend to do so soon. We cheerfully endorse him as a conscientious man and a clever mechanic.

### MCKILLICAN & MCALMAN.

Notable among the firms of contractors and builders of the city of Victoria is that of McKilligan & McAlman, of 107 Fort street. The firm consists of Mr. Wm. D. McKilligan and Mr. Peter McAlman, both mechanics of the highest order, and men whose honesty and capability have never been assailed. Their work in Victoria stands out as a monument to their ingenuity and progressiveness, and at no time have they forfeited the good-will and hearty endorsements of their patrons. They are willing to give estimates on work, and will go into details with a prospective builder with the same cheerfulness as they would with regular customers.

# In Victoria's Field of Commerce

Including Wholesale and Retail, Manufacturing and Many Other Concerns

### H. T. KNOTT.

The ancient castles in Europe and the modern sky-scrapers at home are everlasting evidences of the value of perfectly executed masonry. In Victoria we have many grand buildings of brick and stone, and great credit is due the contractors who have raised these massive piles to their present perfection. We take pleasure in referring to Mr. H. T. Knott, a contractor whose office is at No. 18 Caledonia avenue, as one of the masons of the old school who was taught that "anything worth doing at all was worth doing well." He went into business thirteen years ago, and we point to some of the buildings erected by him in tell of his success. Among these recently completed by him are the First Congregational church, the Rock Bay hotel, Sylvester Bros' building, Elberts & Taylor's office, and others that space prevents mentioning. He also sells lots and builds houses on the installment plan, and on the most reasonable terms. Thorough and reliable he is, worthy of the consideration of prospective buyers, as his figures are low and his work is good.

### E. F. GEIGER.

Late years of scientific experimenting have brought about the present perfection in sanitary plumbing, and with the strict regulations of the health boards none but skilled mechanics are encouraged in their pursuit of contracts. Such is E. F. Geiger, whose large and well-equipped shop is at 108 Douglas street. Mr. Geiger is a graduate in sanitary plumbing, and prides himself upon the quality of his work. His motto is "perfection only" when he undertakes such work as plumbing, gas, steam and hot water fittings, living up to it to the letter. In his ware rooms will be found a complete line of bath tubs, boilers, novelties and fittings, and obliging salesmen are ever ready to explain their superiority over other makes. Mr. Geiger makes this branch his specialty, together with a full line of brewers' supplies. The patronage of prospective builders and those who contemplate repairs is solicited.

### J. F. BRADEN.

The plumbing trade occupies a very important place in the business circles of any city, for upon it more than any other depends the good health of the community. No task greater pleasure in this issue of the Times in making special reference to the well-known plumber and steamfitter, Mr. J. F. Braden, whose place of business is located on Douglas street. The business was established a number of years ago, and through the excellence of his work and fair and honorable dealing has built up a large and influential trade. He occupies large and spacious premises provided with all the necessary tools and appliances peculiar to his trade, together with a full stock of plumbers and steamfitters' supplies of every description, while he employs an ample and capable staff of skilled help. On everything in the plumbing, heating, jobbing or mechanical line he furnishes most moderate estimates, while all contracts are carried out under his immediate supervision and all work guaranteed.

### JOHN COLBERT.

That the perfect plumbing of a home has much to do with the health of its occupants is an accepted fact, and has made the demand for good mechanics grow ever before. Mr. John Colbert, an old-time, experienced plumber and general contractor in roofing and heating apparatus, is at the head of his profession. His office is located at No. 4 Broad street, and a call upon him will result in a cheerful reception. He is willing at all times to give estimates on all kinds of work in his line, and his correct will be found to compare favorably with those of any to be had in the city. In his work he carefully observes all the sanitary regulations, and when completed will stand as a leader in beauty, finish and workmanship. None but the best materials are used, and only the most expert mechanics employed. Electric power is used exclusively to operate their machinery. A call will exemplify what we have stated.

### B. C. GENERAL CONTRACT CO.

One of the most interesting feats of modern engineering, and one that created more than ordinary interest among our people, because of the many difficulties to overcome, was the building of the massive concrete foundation upon which the new C. P. R. hotel is to be erected. The plans for this work were prepared by the C. P. R. staff of engineers, who were assisted by Messrs. Shankland Bros. of Chicago, who are specialists on difficult foundations. When the retaining wall across the arm of James Bay was completed, and the flat beyond filled in by the government suction dredges, the property was transferred to the C. P. R. for the site of an hotel which, when completed, will equal in size and elegance anything in the Northwest. The contract for the foundation was awarded to the B. C. General Contract Company, whose head office is at Vancouver. As the ground was extremely soft it was found necessary to drive thousands of piles to a depth of some 90 feet, after which they were cut off below the water line and walls and piers of concrete built upon them. The work was given the personal supervision of the engineers, whose requirements were fulfilled, and as completed the foundation presents a massive and very substantial appearance. The work was begun under the direction of Mr. C. E. Fowler, of Seattle, the former president and consulting engineer of the contract company, and it is largely due to his capable management that this enormous undertaking was successful. Mr. Fowler having severed his connection with the company on January 1st was succeeded by Mr. Geo. H. Webster, who assigned his position as division engineer of the C. P. R. to take up and complete the unfinished task of his predecessor. Mr. Webster had been connected with the railway company for 22 years, and possesses a very extended knowledge of constructive engineering in all its branches. The foundation as



VICTORIA AUTOMOBILE CLUB.

completed will stand as a monument to the men of science and energy, to whom there is no such word as fail. The B. C. General Contract Company is to be complimented upon the efficient management of their affairs, and the capability of their engineers.

### B. C. MARINE RAILWAY CO. LTD.

Victoria has superior advantages over many coast cities in the way of ship building facilities, as fine timber is close at hand, mines of iron at our doors, established smelters and rolling mills in our vicinity, and last, but not most important, our beautiful harbor with water deep enough to float a frigate. At Esquimalt they are particularly fortunate, for besides the above-mentioned desirable facilities they have unlimited space for extension should business guarantee it. The B. C. Marine Railway Company, Ltd., was among the first to take advantage of the conditions presented, and their plant was a success really before it had passed the experimental stage. The plant today presents an appearance that indicates not only thrift and activity, but judicious management and financial success. Mr. W. F. Bullen, the general manager, is a practical and energetic man, whose ability is manifested by the excellent quality of work turned out by the company's plant. In addition to the Esquimalt plant his company also operates a branch at Vancouver, with general offices at Victoria. Mr. Bullen is familiar with every branch of the business of which he is manager, and finds sufficient time outside of his routine work to attend to the details of such work as may be under his supervision. The Marine railway, in constant use at this plant, equals in size and capacity any on the Pacific Coast, and is capable of supporting a vessel of three thousand tons.

### TURPEL'S MARINE RAILWAY.

No other land-locked harbor in the province presents greater possibilities to the shipbuilder or manufacturer of marine equipment than that of Victoria. Among the representative concerns engaged in shipbuilding and general repairs is the firm of Turpel & Sons, whose marine ways are at Victoria West. Mr. Wm. Turpel is a pioneer in the shipbuilding industry, and his son, now a partner, is a graduate from his father's school, which goes far to say that he has all the energy, ability, ingenuity and business capacity of his teacher. Perhaps not the largest plant in our harbor, Messrs. Turpel & Sons enjoy a fair share of the business in their line, and by their excellent work and strict attention to details have been shown the pre-eminence.



VICTORIA MACHINERY DEPOT, LIMITED.

The grand advantages of Victoria's beautiful harbor, with its possibilities and desirable features, have received the attention of the world's shipping interests for many years, and its superb land-locked bays have become the seat of many industries. With unlimited timber and an abundance of iron at our doors it was plainly evident that there were great opportunities for capital in the establishment of shipbuilding plants and kindred concerns. Among the first to take advantage of the resourceful conditions provided by nature at our three-hold was the Victoria Machinery Depot, Ltd. It was incorporated in March, 1898, with a capital stock of \$300,000. Success began with the company's inception. The concern grew vigorously, improvements were extensive, until at this date the concern equals any in importance in Western Canada. No description of the magnitude of this plant can give a comprehensive idea of the requirements necessary to conduct such work as frequently comes before it. It operates a wood and iron ship building plant, a complete machine and forge shop, a boiler shop, a foundry, a pipe shop, and steam fitting shop, draughting department, and in fact a works for every known branch of the industry. The company operates one of the finest modern combination drydocks and marine rail-

ways on the Pacific coast, and can dock vessels of large tonnage with perfect ease and safety. Tourists are invited to visit and inspect these works, the works to which Victorians point with pride.

### MARINE IRON WORKS.

The increase in volume of building and manufacturing has greatly stimulated the demand for machinery and structural iron work, and though our plants are efficient our local works are pushed to their utmost capacity. Among the largest concerns engaged in manufacturing the above mentioned product is, the Marine Iron Works, which is situated on Pembroke street. Equipped with a full complement of modern machinery and tools, this immense works is prepared to build and furnish at short notice any type of mining, sawmill and logging machinery. The Marine Iron Works build engines and boilers of every type with a sufficient guarantee as to general workmanship and reliability. The proprietor, Mr. Andrew Gray, is an excellent business manager, and an efficient mechanic. He gives his personal supervision to all details of his business, insuring perfection of product to his many patrons.

### VICTORIA & VANCOUVER STEVEDORING CO.

One of the enterprises of great value to shipping, local commerce and the people of an important industrial section contiguous to the city is that of the Victoria & Vancouver Stevedoring Co. Along the docks there is often a bustling scene of business when the forces of this company of stevedore contractors are let loose on the work of loading or discharging freight on the outgoing or incoming steamers. This company does the work by wholesale lots of loading and discharging cargoes, and does a general stevedoring business in Victoria, Vancouver, Chemainus and all British Columbia ports. It was organized some time ago, and was incorporated under the laws of the province in 1902, with a capital stock of \$50,000. Mr. Alexander McDermott is president and managing director. Capt. F. W. Ainsburg, a director of the company, has charge of the Vancouver branch, and Mr. W. R. Dockrill also a director at Chemainus. While the company makes no attempt to monopolize the field, it has the largest share, by reason of its universal popularity and its excellent systematic service. All engagements are promptly filled, and all contracts faithfully executed. It does all its work at the most moderate prices, while paying liberal wages to its employees, and giving general satisfaction. All the members of the company are held in high esteem for

their enterprise and usefulness as substantial business citizens. They are also British Columbia agents for the Puget Sound Tugboat Co., owning the largest fleet of tugs on the Pacific Coast, all of which are powerful seagoing tugs.

### THE BRITISH COLUMBIA ELECTRIC RAILWAY CO., LTD.

The growth of a city is considerably regulated by the progressive policy and wise management of the corporation directing the equipment and operation of its street railway system. The B. C. Electric Railway Company has done more toward Victoria's expansion than any other one enterprise in her midst. As the suburban requirements demanded it the company extended its lines until now it operates 15 regular cars over 10 miles of well ballasted track, giving excellent service and advantageous commutation rates. When formerly a 20 and 30-minute service was given, it has been reduced to 10 and 15 minutes. A review of the equipment of this company gives an idea of the immensity of the concern. Its plant is operated by water power from Goldstream, developing 2,900 H.P., using four generators, two of 300 K.W., one of 500 K.W. and one of 1,000 K.W. This power is transmitted to the city at a voltage of 17,000 to the sub-station, where it is converted into a working voltage of 1,000 and 500 respectively for use on the lighting and railway systems. The domestic lighting system also operated by this company is almost perfect, and is giving universal satisfaction, as is shown by the phenomenal improvement in its business during the past few years, with a net increase of over 700 per cent. At this time there are 3,000 customers, with 40,000 lamps in operation. This improvement is significant, as it means the appreciation by the public of the company's efforts to give the best service at the lowest possible rates. The regular working force of 120 men are all skilled and trustworthy, most courteous to the company's patrons, and enjoy the fullest confidence of their employers. Mr. A. T. Goward, the local manager, is well known as a clever, careful business man, and generally admired for his impartial methods, which have won him the warm friendship of the public.

### THE VICTORIA TERMINAL RAILWAY.

While serving the commerce of the city with the rich traffic of Vancouver Island and the agricultural district, the Victoria Terminal railway gives a quick and delightful outlet to our various summer resorts, suburban pleasure grounds and residences. For the people at home and the visiting tourist this is the "trip of trips." From Victoria to and through a summer paradise and back in one day is a record which this railway falls with our haste, worry or discomfort to its patrons. Taking the train at the downtown station you are impressed with the beauty of the surroundings as you are whirled through the northern part of the city, past the beautiful suburban residences, of which Victoria is so justly proud. This train proceeds past the city's pumping plant and on to Elk lake, the source of our water supply, then through Saanich, one of the most beautiful agricultural districts on the Island, touching one of the finest hunting districts in the province. At the terminus of the road is the pleasant little town of Sidney, where there is waiting a palatial steamer to take you for a cruise among the picturesque islands. Then on you go to the city of Nanaimo, the home of the Western Fuel Company's plant. The company is ready at all times to make dates for special parties, and will make excursion rates that will give tourists a delightful day at a very low cost. Personal supervision is given these parties by a courteous representative, whose duty becomes a pleasure when serving the company's guests.

### THE BRADY-HOUSTON PACKING COMPANY.

As a demonstration of the fact that enterprise and progression go hand-in-hand one need not go beyond Victoria's city limits. A striking example is that of the firm known as The Brady-Houston Packing Company, whose works are at 123-125 1/2 Johnson street. They are manufacturers and packers of fine pickles, catsups, Worcestershire sauce, and novelties in vinegar and mustard. This firm succeeded from its inception, and has grown until now it is in a flourishing condition and second to none in importance in the province. All their products are of a superior quality and are sought after by people who know and appreciate purity in a product that can be so easily adulterated. The members of the firm, Mr. Henry J. Brady and Mr. W. K. Houston, are both practical men who scorn inferiority and deception, believing that honesty is the best policy, whether it relates to men or goods. Both gentlemen are enterprising citizens who devote themselves to the city's welfare in the hopes that the united efforts of the people bring success to a community.

### DICKSON & HOWE.

Combinations of utility and beauty are the most desirable qualities sought for in the selection of interior decorations whether it be that of the store, the office, the bar or the church, and the concern who can furnish ideas without destroying these valuable features is the one that succeeds. The firm of Dickson & Howe, at their immense establishment at 121-123 1/2 Johnson street, have undertaken to supply the Northwest with a superior grade of show cases in every conceivable style or will build them to order. They design and manufacture from selected wood the most beautiful interior decorations and furniture for churches, hotels, offices, stores and homes. They fill orders large or small, with the same attention to details, and will cheerfully furnish estimates upon request. The members of the company, Mr. Jas. H. Dickson and Mr. Wm. Howe, are skilled mechanics and practical men of many years of experience, capable of executing the finest work known to the joiner's art.

### WEILER BROTHERS.

Victoria has often been alluded to by visiting tourists as the city of beautiful homes, and it is a great credit to our people to uphold the world-wide reputation they have so justly earned. But our Victoria public are not satisfied with a pleasant exterior to their homes. They look for comfort after they have passed the outer portal and take great satisfaction from their luxurious surroundings. It is this trait in the character of our people and the enterprising spirit of the firm of Weiler Bros. that have brought the gigantic business that bears their name. The home and show rooms of this concern occupy the entire beautiful building of five floors and basement at 33-35 Government street, a building which surpasses in grandeur any other similar edifice in Victoria. Here is exhibited the largest and most carefully arranged stock of home furnishings goods to be seen in the Northwest, the completeness of the selection is augmented by the excellence of its quality. They carry a complete line of furniture in quartered, weathered and golden oak, mahogany and other handsome woods. Many of the articles are made by the concern in their own extensive factory. They are large importers of English, Scotch and Oriental carpets, rugs, drapery, linen, lace and blankets, also cut glass, china, crockery, silver and plated ware. They are large dealers in stoves, tin and grate ware, and in fact they carry every conceivable article of necessity and luxury for the home. This business was established in 1892 by Mr. John Weiler, who had foreseen the great possibilities of Vancouver Island and was not slow to take advantage of them. The firm of Weiler Brothers is the recognized leader in its line and can point with pride to its immense show building and its completely equipped furniture manufacturing plant.

### SIMON LEISER & CO. LTD.

There is no concern of greater magnitude or of greater importance in the wholesale world than that of Simon Leser & Co. Ltd., wholesale grocers, whose immense establishment is located at 14 to 24 Yates street. The advancement of this concern has been wonderful, as it now stands without a rival in the Dominion. Mr. Simon Leser, the senior member, has done much toward bringing the business to its present perfection, having devoted his entire time and energies to the strengthening of the business ever since its inception. The home of the concern on Yates street is a handsome stone building of modern architecture, fitted up with every modern facility and convenience, affording ample accommodations for receiving, shipping and storing of the immense stock that is carried. The firm are direct importers from India, China, Japan, Australia, Great Britain and France, and they carry an extensive and complete stock of staple and fancy groceries and grocers' sundries, dealing largely in teas, coffees, spices, extracts, etc. They are also importers of Havana, Manila and Mexican cigars, importing all the leading brands of each. In all their lines of business the firm has built up a very extensive and far-reaching trade, their traveling salesmen covering the entire province, as well as the Alaska country. The establishment of this firm is a credit to the city, and visitors are invited to inspect their stock and premises. The firm has three large general stores on the B. & N. railway line—one at Ladysmith, one at Wellington and one at Cumberland, Comox district. They also operate the Excelsior Biscuit Company, at Victoria West, shipping the large output of this works all over British Columbia. They are also operating the Queen Charlotte Packing Company at Skidegate, and are putting up between 50,000 and 100,000 gallons of dog fish oil yearly. The members of this firm are among the city's most progressive citizens, and among the most generous supporters of all enterprises that will aid Victoria and British Columbia.

### VICTORIA GAS COMPANY, LTD.

Few northwest cities have the advantages of service, cost and quality combined, in lighting and heating gas, that the people of Victoria enjoy. The company which has undertaken this problem is the Victoria Gas Company, Ltd., which after years of labor and immense expenditure of capital has succeeded in installing the fine system which is unsurpassed in cities of equal size. By this company our citizens are supplied with an excellent quality of illuminating, cooking and heating gas made from the best materials, and absolutely free from the poisonous adulterant carbon monoxide. The gas manufactured here is required to conform with the strictest regulations, and is unequalled for purity, its heat-producing qualities and its brilliant illuminating power. As a fuel gas continues to grow more popular day by day, for it is clean, free from smoke or soot, and most economical. There is not waste of heat, as is the case with other fuels, for the consumer only uses it while he needs it. The company is a very progressive one and encourages the use of stoves and heaters gratis, and mantle burners, and offers special discounts to those who use their gas for these purposes. It will soon be universally recognized that the use of gas stoves and ranges offer economic advantages over others, and the worry about unit fuel will be at an end. No saving or splitting wood, no hauling of coal, no smoky fingers or electric just a turn of a valve, a match and behold a heat of greater intensity than you could possibly get from your old-time stove. Mr. F. H. Hewings is the manager, and has demonstrated that he is able to cope with the many difficulties that present themselves in the operation of a great plant like that of the Victoria Gas Company. He is genial and obliging, and always ready to hear complaints and adjust difficulties.



VIEW OF VICTORIA FROM GOVERNMENT HOUSE.



Sketches of Different  
Business Enterprises that  
have Won Recognition

# In Victoria's Field of Commerce

Including Wholesale and  
Retail, Manufacturing and  
Many Other Concerns

**V**ICTORIA'S attractions as a tourist resort have somewhat overshadowed its importance as a manufacturing centre. There are operated within its limits establishments as well equipped as any on the West of Canada, putting many thousands of dollars in circulation in wages. Probably in no other city on the coast are the commercial and residential aspects so perfectly blended, and for each Victorian possesses advantages to an appreciable degree.

In ship building Victoria has a wide reputation. Its yards are splendidly equipped and capable of turning out the very best class of work. Contracts have been won in competition with the most extensive establishments on the coast. There is no better location for this industry than is afforded at this city and immediate vicinity. Equipment, harbor, where one large concern is conducted, is regarded as the finest anchorage on the coast, while the upper portion of Victoria is likewise adapted for the operation of shipbuilding and repairing plants. The staunch, commodious C. P. R. steamer Princess Beatrice, a vessel that would reflect credit upon any ship works on the continent, was built at Victoria yards, while many other well-known craft plying on the waters of the Northwest Pacific are the product of Victoria shipwrights.

Lumber, sash and door, and other building necessities are largely manufactured at Victoria. Six or seven establishments of this description are kept running all the year round. The best merchantable timber to be found anywhere is obtained from the forests of Vancouver Island, and the mills that handle it here are adequately equipped. Another big industrial establishment at Victoria is a chemical works, which yearly imports thousands of tons of nitrates from various parts of the globe, while there are machinery, clothing, cereal, coffee and spice, paint, soap, rice, vinegar and many other factories, which give the city a considerable standing in an industrial way.

## JOSEPH A. SAYWARD.

Nature's greatest endowment to the province of British Columbia lies in the unsurpassed wealth stored up in the wonderful forests on Vancouver Island, which has millions of feet of merchantable timber. With such valuable the paramount question seems to be the maintenance and utilization of the forests in such a way as to be of most benefit to both the present and future inhabitants of nature-favored British Columbia. Among the enterprising and progressive business men engaged in the lumber industry is Mr. Joseph A. Sayward, whose office, enormous mills, yards, warehouses, etc., are located at Rock Bay. Mr. Sayward is an expert lumberman, knowing its branches in all its details, and since the inception of his business here it has grown so rapidly that it now stands as the largest and most substantial concern in the city. The plant consists of sawmills, planing mills, and a factory, all of which are equipped with the most modern machinery, tools, appliances, etc. He is a manufacturer of both rough and dressed lumber, sash, doors, blinds, building material, gutters, boat lumber, turnings, etc. His extensive plant covers a large area of ground, situated on the harbor, and his shipping facilities are excellent, large ocean-going steamers can easily come to his docks and load. Besides supplying a large part of the local trade Mr. Sayward ships throughout the Dominion and to the Orient. He employs a large force of men, operating logging camps and mills, and is prepared to fill orders of any magnitude at all times. Mr. Sayward is one of the most active and successful lumber dealers in Victoria and contributes his full share towards maintaining the lumber trade one of the chief industries of the province and one of the strongest factors of our commerce.

## MOORE & WHITTINGTON.

Among the foremost firms of carpenters, builders and mill men are Moore & Whittington, whose office and factory are at 150 Yates street, and sawmill at Pleasant street. By strict attention to business and honorable dealing with the public this firm has reached the position in the manufacturing world they now occupy. Wide-awake and enterprising, they are the first to adopt new ideas in modern architecture. In their factory they have installed only modern machinery, and are able to supply at short notice anything in the line of builders' woodwork. They also furnish a large proportion of the finished product now represented in Victoria's handsome homes. They cheerfully furnish estimates on the largest and smallest orders, and will rush all work to the satisfaction of their patrons. Their yard contains a full assortment of lumber ready to be delivered at short notice.

## COLUMBIA MILLS.

The great timber regions of the northwest, the greatest resource of this whole section of the country, and the thing that has attracted so many persons to this section, have also been the cause for the establishment of some of the largest factories and lumber companies in the Dominion. Among the companies engaged in the lumber business of Victoria is the Columbia Mills, whose mills and offices are located at Rock Bay. This is one of the substantial concerns of the city, and operate a plant, which is equipped with the latest modern machinery. They are manufacturers of rough and dressed lumber, of which they have a capacity of 10,000 feet per day, and employ a large force of men. They have fine shipping facilities both by rail and water, and are prepared to fill orders at all times. Besides supplying the local trade they ship all over the northwest, throughout which they enjoy a large proportion of the trade. Mr. Geo. Adams is the enterprising manager of this concern.



TAYLOR MILL CO.

The wealth of the magnificent timber lands of Vancouver Island still remains to be estimated, and the immense lumber industry which centres in and around Victoria is of unusual importance, and exerts a powerful influence upon the industrial activity of the city. The abundance of fine building woods gives every opportunity for those who are exporting and shipping the timber to receive their supplies on the most favorable terms, and sell the finished materials at the lowest possible prices. One of the leading firms engaged in this important industry is that of the Taylor Mill Co., whose office, mills and extensive yards are located on North Government street. They were incorporated under the laws of the province May 29th, 1901, with a capital stock of \$50,000. This company manufactures and sells all kinds of both rough and dressed lumber; also sash, doors, columns, moldings, inside and outside finish flooring, etc. The plant is very complete, consisting of a large, modern and up-to-date sawmill, planing mill, sash and door factory. This company has fine shipping facilities either by rail or water, and are prepared to fill orders at all times. The custom of the Taylor Mill Co., extends to many distant points, and they have built up a large and worthy business, and it promises to grow even into larger proportions.

## SHAWNIGAN LAKE LUMBER CO., LTD.

If there is one industry, one line of thriving progress, one industrial and commercial pursuit more than any other directing attention to Victoria at the present time, and has been for a number of years in the past, that industry is the lumber trade, which has done much to make Victoria what she is today. The lumber interests of Victoria and adjacent towns are very extensive, and give employment to a large number of people, while they distribute a vast amount in wages in the course of a year, which goes to swell the receipts of our merchants, and in this direction they are the strongest factor in the prosperity and upbuilding of the locality in which they are located. A foremost and leading concern engaged in the lumber interests in this city and adjoining towns is that of the Shawnigan Lake Lumber Co., whose extensive and modern plant is located at Shawnigan Lake, while their general office and large yards and warehouses are on North Government street, Victoria. The plant consists of a large sawmill, planing mill, storage warehouse, dry kilns, and the mills are especially well equipped with the most modern wood-working machinery, tools and appliances, and the company employs a large staff of men, while very able and honorable management is accorded the affairs of the company by an executive board, of which Mr. Theo. E. Eford is the manager, and Mr. William Munzie, secretary. They are manufacturers of fir, spruce and cedar lumber, both rough and dressed, and besides supplying the local market, their trade extends throughout the Dominion and to the Orient. They are prepared to fill orders by mail, telegraph or long-distance telephone, and to ship promptly in cargo lots.

## JAMES LEIGH & SONS.

The magnitude of the forests of the northwest and the quality of the timber have made the lumber interests the first of importance among the many branches of industry flourishing in the northwest district. Engaged in this department of industry and commerce is the James Leigh & Sons, the proprietors. Their model plant, which has been lately refitted with expensive and modern machinery, is located at David and Pleasant streets, on Victoria harbor, where they have a large saw and shingle shop, dry kilns, etc., all of which are equipped with modern machinery. The company manufactures all kinds of lumber for building and other purposes, doors, sash, moldings, mantels, etc., and do all kinds of mill work and joining to order and for general trade. As well as doing a large local business they ship throughout the northwest, China and Japan, and their facilities for manufacturing and shipping enables them to offer the trade and large customers every facility for obtaining building material, etc., on the most advantageous terms. The proprietors of this firm, J. L. Leigh & S. M. Leigh, being both practical men, are well-known throughout the city and province, and are among our most progressive and esteemed citizens.

## CAPITAL PLANING MILLS.

The great timber regions of the province afford invaluable material for the great lumber mills and factories of the coast, and large quantities of it are handled by concerns of this kind in Victoria. Among these, none does a more extensive business than the Capital Planing Mills, at Orchard and Government streets. The members of the firm are Mr. James Leman, Mr. Benjamin Gossman and Mr. Aaron Gossman. These gentlemen are old experienced lumbermen, having been in the business a number of years, and fully understand its smallest details. During the last year they have placed in operation a modern sawmill with a capacity of 25,000 feet per day. They also possess a fine equipped planing mill and factory supplied with the most up-to-date machinery, and employ a large number of workmen. They turn out in large quantities finished work in all builders' ma-

of Strathcona, manages all the mills at Alberta.

## TURNER, BEETON & CO., LTD.

Turner, Beeton & Co., Limited, is one of the oldest firms in the province, and was established in 1863 by the Honorable J. H. Turner, who is now Agent-General for British Columbia in London. They deal in dry goods, liquors and cigars, and are one of the largest importers in these lines on the coast. In addition to this, in 1902 they established a shirt and overall factory in Victoria, and do a very large and increasing trade in these lines, and their "Big Horn" brand of shirts and overalls have become well known throughout the province of British Columbia and the Yukon as the best class of goods of this kind on the market.

The factory in Victoria has grown rapidly, with an increasing demand for these goods since 1902, and last year the wages alone amounted to over \$20,000.

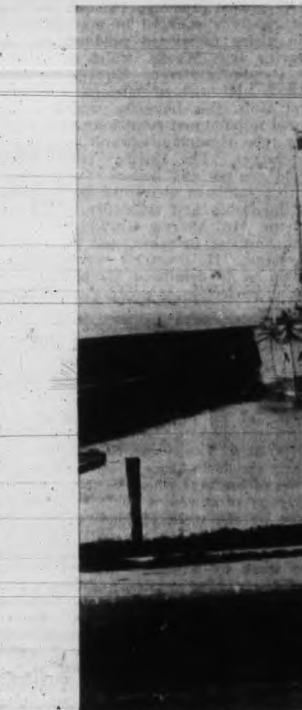
The factory is fitted up with the latest kind of machinery, and the greatest care is taken in turning out goods which are suitable to the country, and they are the best that can be made, both as regards quality and finish.

In the liquor department Messrs. Turner, Beeton & Co. are agents in British Columbia for many of the leading distillers, etc., in the world, and their business in this direction is increasing all the time.

All kinds of dry goods are imported from Europe and the leading markets of the world.

At present the firm are making a determined effort to build up and increase their manufacturing business, of the "Big Horn" brand of goods, and the community at large must appreciate this fact that as soon as British Columbia can establish industries of her own in such lines as this and keep a large quantity of money which is now going out to the United States and Eastern Canada, we will rapidly begin to build up a population within the province, and also open up opportunities for the people to earn a living at home, instead of having to seek outside of British Columbia to seek remunerative employment.

terials, moldings, turnings, sash, mantels, doors, etc., making numbers of large shipments and supplying much of the local trade. Their prices are always found to be well worth investigating before placing an order elsewhere, and all work is guaranteed to give satisfaction, and orders are filled with a promptness and exactness which adds greatly to the worth of the work.



SHIPS LOADING AT OUTER DOCKS, VICTORIA.

## BRACKMAN-KER MILLING CO., LIMITED.

Established at Saanich in the year 1878 by Mr. Henry Brackman, then president of the company, began what was destined to be one of the greatest of Victoria's industries. Carried on at this place for about five years or more, the business grew to such proportions that it was found necessary to seek more commodious quarters, having in view a plant to meet the requirements of their ever-increasing trade. Being joined in business by Mr. D. R. Ker, the concern moved its plant to its present home at the outer wharf, where they cover a large area with increased facilities for the loading and unloading of the great freight carriers. Loaded with the product of the farming communities of the Island and Mainland, these great vessels can tie up to the company's wharves and discharge their cargoes at the very doors of the warehouses and mills. Deep water facilities have greatly added to the success of this concern, as the world's needs have been met by the enterprise displayed by its managers in providing the best of everything as food-stuffs for the world. Built on a massive stone foundation, the company's mill stands proudly as a monument to the ability and courage of those gentlemen who by their keen perception and powerful business instincts have placed the name of the Brackman-Ker Milling Company foremost among the cereal producers of the world.

With branches at Vancouver, New Westminster, Nelson, Rossland and Strathcona, the company has been particularly able to keep pace with the ever-increasing demand for their products. Their head concern at Victoria is under the immediate supervision of its president and general manager, Mr. D. R. Ker. Mr. T. A. Ker, mill manager; Mr. W. H. Ker is the manager at Vancouver; Mr. W. J. Mathers handles the New Westminster concern, while Mr. Frank Gibbs has the management at Nelson. Mr. R. Anderson handles the Rossland business, and Mr. T. W. Lines,

## THE B. WILSON CO., LTD.

In presenting and endorsing responsible business firms we must keep in mind those who contribute to the health and welfare of humanity by the production of such foods and drinks as will aid materially toward the public health. We know of none more entitled to come under this head than the concern well known as The B. Wilson Company, Ltd., of 26-28 Store street. We say they are well known, because they have gained an immense popularity in placing upon the markets of the province and the Dominion a superior grade of goods that receive the generous endorsement of the people in a very substantial manner. For instance, their B. C. brand of hams and bacon have pleased all who have used or handled them. They are choice, well selected stock, perfectly cured and smoked, and are as delicious an article of food as was ever prepared. It is the same with all the goods for which they are agents. It is "to use once means to use again." They manufacture ice from distilled water, and no one can deny that it is vastly superior to the natural product. It is free from poisonous germs and filth, and a most desirable addition to our homes and to our business. They are general agents for "Shasta" mineral water, which is too well known for its medicinal properties to need description. They make a specialty of their "Hydrox," which is distilled water, guaranteed absolutely free from all impurities.

## LOUIS HAFFER.

One of Victoria's representative industries and one keeping pace with the city's growth is the Novelty Machine Works of No. 150 Government street. Mr. Louis Hafer, the proprietor, is a general machinist and engineer, who from a small beginning has developed his business until he now commands recognition in the manufacturing world. He builds and repairs all types of machinery, executing the finest work in steel, iron and brass, besides doing pipe and steam fitting in all its branches. His shop is unobstructed business with a people who

complete with modern machinery, enabling him to execute all work at the shortest notice, and as none but skilled mechanics are employed, he can safely guarantee his output. Estimates given on all classes of work and lowest prices quoted—that are consistent with good work.

## THE PIONEER COFFEE & SPICE MILLS LTD.

As an enterprise worthy of special mention in this edition we know of none that deserves it more than the Pioneer Coffee & Spice Mills, whose complete plant is at 53 Pembroke street. Established when Victoria was an unimportant village it has grown until, like the city itself, it has reached a flourishing condition second to none in importance in the province. The president and manager, Mr. Louis Stemler, is a practical man and long experience has made him an expert in his business. The rich brown color and delicious flavor brought out by skillful roasting has made the coffee prepared by him an article to be appreciated by all consumers. In spite of the firm's goods represent "purity," and it is safe to say that this strict adherence to honest principles has been the basis of their success. The company was incorporated March 3rd, 1903, with a capital stock of \$50,000. Louis Stemler, president, and John J. Collison, secretary and treasurer.

## B. C. SADDLERY CO.

To get good harness and saddlery one must go to an expert in the business, and in Victoria we have a thoroughly practical firm, that of the B. C. Saddlery Co., whose place of business is at 44 Yates street. The business was established some years ago, and was incorporated in 1901 with a capital stock of \$25,000, with Mr. A. E. Wade as manager. Since their incorporation they have built up a large and ever-increasing trade by handling only goods that are thoroughly reliable and selling at low prices. They carry a large and finely selected stock of light and heavy, single and double harness, collars, bridle, saddles, horse furnishing goods, trunks, valises, etc. Mr. Wade is a wide-awake progressive business man, and has built up a large trade. He is well known

delight in patronizing home industry. No labor of expense was spared in installing a plant that would produce an article that would compare favorably with the product of Eastern Canada or of foreign countries. As to his success, he needs but refer to dealers and consumers, who unite in praising the product and the manufacturer himself.

## THORPE & CO.

Thorpe & Co. are the largest manufacturers of carbonated waters in Western Canada, having three establishments in this province. They began business in Vancouver about fifteen years ago, and the superior excellence of their product, the result of exact scientific and practical knowledge, at once gave them the command of the trade. They soon extended their operations to Victoria, and some years later to Nelson, the business centre of the Boundary country. All their works are equipped with the most improved carbonating and bottling machinery, and the purity of their waters is secured by the latest type of germ-proof filters.

In addition to the ordinary carbonated drinks, they make a specialty of dry ginger ale, producing an article little, if any, inferior to the best Belfast and English ginger beer, both of which are largely exported to the American side. They are also agents for the waters of the St. Alice Hot Springs at Harrison, which are put up in syphons as well as in ordinary bottles. Like the prophet, without honor in his own country, this natural mineral water, which has few equals and no superiors in medicinal properties among Spas, is not appreciated locally as it should and will be, when the tourist stranger, whom we are now wooing, finds out its virtues and proclaims them to the world.

## E. G. PRIOR & CO., LTD.

The largest and most important hardware business in British Columbia is that of E. G. Prior & Co., Ltd., located at the corner of Government and Johnson streets. This is also one of the oldest and best established companies in the province, having founded its business here in 1859. From a small beginning it gradually grew and extended its trade until it was able to be incorporated under

carried on the business under its present name. Since their establishment they have gained their popularity by the fair and honorable treatment to their many patrons, and now enjoy a large and increasing trade throughout the province and the entire Northwest.

## J. PIERCY & CO.

Those who seek to find the mainspring of the prosperity of any great trading centre and who search its history industriously to its earliest date, will in all the great majority of cases discover that location is the primary secret of the success of cities. The number of large wholesale houses located here in every line, and their phenomenal growth during the past decade, is the most convincing proof necessary with business men as to the advantages which the city possesses as a centre for trade and commerce. One of the leading and most successful firms in this city is that of J. Piercy & Co., wholesale dealers in dry goods, "gent's" clothing, etc. Since the establishment of their business, a number of years ago, when Victoria was little thought of as a commercial centre, they rapidly forged ahead, until to-day they are recognized as being one of the foremost leaders in their line in the province. Their spacious quarters at Nos. 21 to 29 Yates street consist of a two-story brick building, covering nearly half a block in area, which is devoted to the manufacturing of shirts, clothing and gent's furnishing goods, and the remaining portion for the display of their products, warehouses, salesrooms, office, etc. They are large importers from all the leading markets of the world of dry goods, fancy goods, silks, laces, etc. A large staff of experienced travelling men are employed to attend to the business of the company, and a vast territory covered, including the whole province and the entire Alaska country. The members of the firm are Mr. John Piercy and Mr. F. A. Pauline, both practical, experienced business men, and by their untiring efforts have shown that they possess the business ability to inaugurate and successfully carry out any enterprise of great magnitude.

## HENDERSON BROS., LTD.

One of the oldest established wholesale houses in British Columbia, as well as one of the most successful, without question that of Henderson Bros., Ltd., wholesale druggists, of Victoria and Vancouver.

The business now located at 8 Yates street was originally founded in Victoria in 1858, and from its inception gradually grew, until now it extends over the whole province, as well as the Yukon and Northwest Territories.

About ten years ago they established a house in Vancouver, and two years ago erected a five-story building on Pender street, in that city, with a frontage of 50 by 120 feet deep, the first story being of granite, and the remainder of brick, trimmed with granite.

The firm was incorporated under the laws of the province of British Columbia, June 1st, 1902, with a capital stock of \$400,000.

The officers of the company are Mr. J. S. Henderson, president; Mr. H. McDowell, vice-president, and Mr. William Henderson, secretary-treasurer.

## PITHER & LEISER.

The oldest and most reliable wholesale liquor house of this city is that of Pither & Leiser, located at Nos. 13 and 15 Yates street. This establishment does a large business as importers and jobbers in wines, liquors and cigars, and such are the flourishing conditions of the trade that the stocks stored here for distribution to the dealers throughout the Northwest includes a very large local custom, requiring a four-story building and basement. So large a store for any liquor house is seldom seen in any city, and is the largest in the province.

Messrs. Pither & Leiser both are experienced liquor merchants, and have associations in the trade with some of the most important concerns in the Dominion. Their stock embraces the most famous brands of both imported and domestic wines and liquors, and this is in conformity with the universal demand in this part of the country, where they demand the best of these, as they do of all other branches of merchandise. Since the establishment of the business by Mr. Luke Pither and Mr. Max Leiser, it has increased so rapidly that they now have branches at Vancouver and Nelson, and have a number of travelling men throughout the province for the distribution of this large trade. Their branch at Vancouver was established three years ago, and controls a large business throughout the city and surrounding country. Their rapidly increasing business at this time necessitated a new warehouse, which is now under construction.

## E. B. MARVIN & CO.

Victoria as a port where deep water ships can call and refit has made the ship chandlery business a very important and lucrative one. The firm of E. B. Marvin & Co. are the largest and most prominently successful of the firms engaged in the business here, and it is by their buoyant management, coupled with the confidence and respect of the business public, that they owe their success. They carry a full line of material necessary to ship and steamboat outfitting, including sailcloth, cordage, chains, anchors, pumps, oils, varnishes, brushes, etc., having no specialties but guaranteeing all. At their large store and warehouse, 74 Wharf street, will be found a complete stock of every requirement necessary to the safety of the ship and the comfort of her crew and passengers. Landmen, too, will find there a selection of hardware, tools and novelties, such as they may need in their safer vocations ashore. Mr. E. B. Marvin, senior member and manager of the concern, is well known and highly respected here in business, financial and social circles, representing the "new idea" so necessary for the successful upbuilding of a city, business or home.

## LOWENBERG & CO.

As a wholesale centre, Victoria is one of the leading cities of the Great Northwest, and many of the world's largest manufacturers are represented here by agents who find a ready market for their various products. A leading wholesale and importing house is the firm of Lowenberg & Co., located on Wharf street. They are wholesale dealers in to-baccoists' sundries, pipes, notions, etc., and wholesale importers of men's furnishings goods. In all lines handled they are prepared to quote to the trade prices and terms that will compare favorably with those current of any city in the Dominion, and orders are executed carefully and shipped promptly. This firm was established here in 1882 by Mr. J. A. T. Cator, under the name of J. A. T. Cator & Co. While from 1893 on, Mr. Cator's return to England, Mr. C. Lowenberg



## Sketches of Different Business Enterprises that Have Won Recognition

### VICTORIA CHEMICAL CO.

Conspicuous among the greatest of our enterprises, both in commercial importance and general magnitude, is the Victoria Chemical Works, situated on the rocky point at the entrance to our beautiful harbor. This company began business in 1862, and was incorporated the following year with an authorized capital stock of \$100,000. The officers of the company are Messrs. J. W. Fisher, J. A. Hall and Frederick Moore, all of whom are thoroughly conversant with the details of the business, and each taking an active part in its management. This concern is the largest manufacturer of acids and chemical fertilizers in the Northwest, having as their market the whole of British Columbia and neighboring provinces. They produce a superior grade of nitric, sulphuric and hydrochloric acids, for which they find a ready market in the arts and trades. About six years ago they took up the manufacture of chemical fertilizers in which are combined the plant foods—nitrogen, phosphoric acid and potash—which science has proven necessary for the increased production of all vegetation. These concentrated fertilizers have been endorsed by the Dominion government, and having demonstrated their exhaustiveness at their Agassiz experimental farm, pronounced them fully up to the company's guarantee. Three grades—"A," "B" and "C"—are intended to cover all requirements. Fertilizer "A" influences maturity, forming starch, sugar and fat, and is particularly suited to grain. Fertilizer "B" promotes an abundant yield of fruit, filling out the pulpy matter, adding to its color and flavor, and is most beneficial for root crops, strawberries, fruits, etc. Fertilizer "C" is particularly adapted for clover, pease, beans, etc., and properly applied will double the crop. The company also makes other mixtures for special conditions of the soil. The acids produced by this concern are high grade and of uniform quality, and superior to the ordinary commercial article. Inquiries regarding their products will meet with a prompt reply. These works are equipped with all the best appliances used in the manufacture of their respective products, and the constant installation of new features is an indication of their prosperity.

### VICTORIA-PHOENIX BREWING COMPANY, LTD.

"Eat, drink and be merry" is one of the most familiar sayings in our language, and our people "think it, believe it, and live it." We know of many palatable beverages but none so wholesome as a good, carefully brewed, lager beer, ale or porter. The Victoria-Phoenix Brewing Company's plant at Victoria is by far the largest and most elegantly equipped in the province, and has recently made improvements to the amount of several thousands of dollars. Their concern consists of a complete brewing and ice making plant, completely equipped with the finest machinery and appliances known to the brewing industry, and is unsurpassed for its completeness by any concern in the Dominion. In the laws relative to the manufacture of malted beverages the Dominion government is noted for its strictness and consequently the product made at this brewery is as pure and wholesome as is required by law. It is the policy of this company to give its patrons the best and nothing but the best, and it cannot be said that they have not lived up to this resolution, for their best endorsement is the continued goodwill and patronage of the people. The manager of the Victoria-Phoenix Company is a man whose experience dates back many years, and he is thoroughly familiar with the most intricate details of his profession, which is thoroughly proven by the success of the concern and the excellence of its product. The company was incorporated under the laws of the province May 4th, 1893, with a capital stock of \$300,000 fully paid up.

### ALEXANDER STEWART.

With every trade represented in a city like Victoria none possesses greater significance than that of the granite and marble worker. That monumental work is an art must be admitted after visiting the store and works of Alexander Stewart at 145 Yates street. There we find specimens of the stone carver's work, many in intricate designs, which are wonderful when the difficulties to be overcome are considered. Mr. Stewart is an expert carver and from a shapeless block of granite he is able to shape it into graceful statuary or polished column. Skilled workmen in his yards assist in producing the best examples of ornamental granite work ever found in this city. The two columns forming the doorway of the store of the David Spencer Co. show what he can do if given an opportunity. Mr. Stewart makes a specialty of porcelain wraiths and decorations which are unique and works of art. Mr. Stewart is very popular as a citizen, enjoying the confidence of the people who elect him as alderman to his ward by a large majority, where he has served his constituents to their entire satisfaction.

### THE BRITISH COLUMBIA POTTERY CO., LTD.

One of the most important business enterprises in the city is that of the B. C. Pottery Company, Ltd. The offices of this company are on the corner of Pandora and Broad streets, and its large and interesting works occupy an extensive area, with the necessary sidings and spur tracks on the line of the Esquimalt & Nanaimo railway, half a mile from Russell's station. Here are the necessary kilns, machinery and buildings, affording ample facilities for the manufacture of all the wares suitable for the requirements of the market. There is also on the company's land close to the buildings inexhaustible beds of the finest blue clay suitable for the manufacture of the coarser kinds of ware. The fire clay from which the company's celebrated salt-glazed sewer pipe, which has now obtained more than provincial reputa-

tion, is manufactured, is obtained from Mr. Dunsmuir's Wellington colliery, where it is found underlying the coal as in the famous coal fields of Staffordshire, which supply the potteries of that locality. The products of the B. C. Pottery besides sewer pipe consist of sanitary fittings, blue linings, chimney tops, fire proofing for buildings, fire brick, and all special and standard productions. The company was incorporated in 1890, and for several years its operations were largely experimental, and necessarily expensive, but with the aid of capital and perseverance success has been achieved, and the products of the B. C. Pottery will now compare favorably with any imported lines. The demand for the company's wares in the province has hitherto been somewhat limited, and in order to keep the factory profitably at work it has been necessary to seek business elsewhere and to enter the field of competition in outside districts. As a result of this policy the progressive city of Edmonton has hitherto been supplied with Victoria salt-glazed vitrified pipe, and a contract of about 40 carloads is now under delivery.

The directors of this thriving industry are James Dunsmuir, Chas. A. Vernon and Joseph Hunter, Mr. Vernon being president. The general manager is Mr. A. T. Monteith, while the pottery management is in the hands of Mr. J. Gribble, a Scotchman, who received a thorough training in the business in the west of Scotland.

Under such conditions as above described this industry will no doubt keep pace with the assured development of British Columbia.

### A. HARRIS.

The advantages offered to the amateur sailor in the placid waters of Victoria harbor has educated many enthusiasts in this sport and brought about the question: Where can I get a boat built to suit me? A. Harris, of 55 Work street, has obtained a large popularity in this line because of the superior quality of his boats and the excellence of his workmanship. He builds every conceivable type of launch, yacht, boat or canoe, and does general repair work as well. Using nothing but the clearest and best quality of lumber, he builds his boats with an eye to beautiful lines and contour, as well as strength and serviceability. Many fast and elegant boats in the waters are exhibitions of his handiwork. Estimates on all classes of small boats are cheerfully furnished, either at his office or by mail.

### THOMAS PLIMLEY.

It cannot be disputed that the bicycle has passed the experimental or even the "fad" stage in our history and has become a large factor in our desire to become a more active citizen. The dealer who thoroughly understands his business and who handles the best assortment of standard wheels is the man who deserves and gets the bulk of the patronage of the lovers of the cycling sport. Mr. Thomas Plimley, whose immense warehouses are in the Metropolitan block, on Government street, opposite the post office, is certainly the largest dealer in bicycles and bicycle sundries in British Columbia. Among the standard wheels represented here are the Massey-Harris, Rambler, Crawford, Singer and Humber, which are recognized at once as being superior machines. In his shops is a complete equipment for the manufacture and repair of every description. There is no work too large or too small for him to handle, and as his execution is perfect, no one need fear a return of the same trouble. He is the agent for the Berliner gramophone, which is a Canadian product and exceeds the best imported. He recently received an order for two Buster Humber motor cars, one of which he is now driving. He is now erecting a building for the storage of cars. Mr. Plimley is an enterprising gentleman, and deserves the patronage of the community.

### A. A. AARONSON.

This well known and frequented place has been an institution of the city for a number of years. It is one of the oldest houses in Victoria dealing in jewellery, watches, diamonds, etc., and making loans on property of value. Mr. Aaronson is the proprietor of this institution, located at 85 Johnson street. Mr. Aaronson makes loans of money on watches, diamonds, jewellery and things that are of value. Besides his loan office business he carries a large stock of jewellery, watches, clocks, diamonds, etc. It is a veritable curiosity shop of articles of value of rare and unusual description, and amongst these can be found rare bargains in unclaimed pledges, which he sells for cash or on installments. He has a large collection of rare coins, which he buys and sells, and for which he pays the highest prevailing prices.

### CLARKE & PEARSON.

This firm are pioneer dealers in stoves, tinware, etc., having established their business in Cariboo in 1862, and later on coming to Victoria. They occupy spacious quarters at 17 and 19 Yates street, comprising two main floors, 75x22 feet, and Mr. J. B. Clarke and Mr. Edward Pearson are both practical, experienced business men, and prominent citizens of the city.

### PALACE OF SWEETS.

"Sweetness to the sweet" is an old saying that may be disputed, for people who do not possess the sweetness of a cherub can be improved by a visit to the "Palace of Sweets," No. 45 Government street. Mr. A. Bancroft, the proprietor, has earned the reputation of making the finest candies to be found in the province. He carries a selection of home-made candies that delight the eye and the palate of the most fastidious; an assortment of all the delicate combinations and flavors in chocolates, bon-bons, taffies, Turkish nougats, and other kinds of candy too numerous to mention. His cozy parlors give one an opportunity to enjoy his ice cream, sherbets, ices, punches and soda of all flavors which

Mr. Bancroft will guarantee for purity and excellence.

### W. R. HARTLEY.

The large confectionery store of W. R. Hartley at No. 74 Yates street is a fascination to all who visit the city. This business was established a number of years ago by Mr. Hartley, who is an expert candy maker of 12 years' experience, and his store is well stocked with a fine assortment of delicious confections of his own make, which are recognized as the equal of any to be had in the city. The store has gained great popularity through the efforts of its genial proprietor, to supply only the best goods at the lowest prices.

### HARRIS & MOORE.

Among the promising concerns of Victoria that are growing with rapidity is one owned and operated by Messrs. Harris & Moore, of No. 42 Broad street, machinists and dealers in bicycles. These gentlemen have been associated in business for the past three years, and have by good work and honest dealing gained the respect and patronage of the community. Their handsome store is stocked with a fine assortment of wheels, and though they make a specialty of the Pierce bicycles they are prepared to furnish such leading makes as Iver Johnson, Yale, Hyslop, and other popular wheels at the lowest prices. They do a general repair business on bicycles, sewing machines, cash registers, typewriters, lawn mowers, etc., besides opening and repairing safes. Being experts in their line, people will do well to consult them when in need of new work or repairs, as perfect satisfaction is assured.

### R. BAKER & SON.

The pioneer feed store at No. 30 Yates street was established some 32 years ago by Mr. R. Baker, who is still the senior member of the firm of that name. Mr. Baker is certainly entitled to the reputation of being the pioneer in the feed business, as he held the first hay ever produced in the Fraser River country. His firm deals largely in flour, feed, hay, grain, etc., and enjoys a profitable trade. He has a large stock of imported and domestic feeds, and his reputation for handling only the best goods at moderate prices. They have won their popularity by fair dealing and live up to it to the letter. Orders at the office or by mail receive instant attention. Messrs. R. Baker & Son have the endorsement of the public for ability, honesty and integrity.

### JOHN L. WHITE & CO.

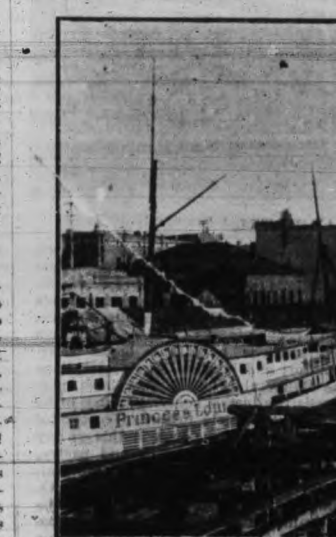
One of the most popular drug stores in this city occupies a conspicuous place at 30 and 32 Government street, of which Mr. John L. White is the manager. Mr. White is a pharmaceutical chemist and came to Victoria from Ottawa some fifteen years ago to take a position as chemist for Langley & Co., the old-time druggists of Yates street, now known as Henderson Bros., Limited. He remained with this firm for five years, and then resigned to embark in business on his own account in the Kootenays, where he successfully carried on business at two points, viz., Slocan City and Greenwood. Having disposed of his business in Slocan some two years ago he purchased his present business in Victoria from the Davies Brothers. His neat and attractive store is well stocked with all the drugs, chemicals, medicines, proprietary remedies, surgeons' and physicians' goods, toilet articles, and in fact everything pertaining to a first class drug store.

Mr. White makes a specialty of Lowrey's famous chocolates and Spratt's dog remedies.

He is an enterprising and progressive citizen, having many friends and a large trade.

### WESCOTT BROTHERS.

One of Victoria's largest and most successful mercantile concerns is that of Wescott Brothers, of 71 Yates street. This immense concern was established and conducted along modern lines, and by the introduction of up-to-date ideas into their business the proprietors have succeeded in leading their competitors, who look with disfavor upon this form of advancement. The public, however, appreciate these methods, as is noted by the enlarged and ever-increasing business of the concern. They carry a complete line of fine dry goods, suitings, trimmings, notions, embroideries, ribbons, hosiery, gloves, etc., to supply the many wants of their most exclusive buyers. The proprietors, Mr. John R. Wescott and Mr. Elmer E. Wescott, are men of high integrity, generally admired in the business and social world.



VIEW OF VICTORIA'S WATERFRONT.



### TERRY & MARETT.

The subject that has always held the popular attention as to whether the greater responsibility rested upon the physician who prescribed or the pharmacist who compounded the drugs is in our opinion worthy of our comment in these columns. We believe that laws cannot be too stringent regarding the dispensing of drugs, and that young men like Messrs. Terry & Marett, whose strictly "down-to-date" establishment occupies the corner of Fort and Douglas streets, should receive the support and the patronage of the community. They carry a line of fine drugs and rare chemicals, and are always on hand to prepare a prescription for the alleviation of suffering. Their line of novelties and sundries is most complete, selling always on a guarantee, which is as good as their bond. A telephone call will receive prompt attention.

### FRED CARNE.

Mr. Carne is the proprietor of one of the finest grocery and liquor stores in the city, situated at the corner of Yates and Broad streets, and one of the oldest established. He has successfully carried on the present business for over 21 years, and enjoys the reputation of carrying the best lines of liquors and fancy groceries in the city, which in itself appeals to all housekeepers as the most essential point in making purchases. His clerks are all experienced and affable to all, and no matter how small the purchase everybody is treated with the utmost courtesy.

### ROBERT MOWAT.

One of the old-established stands and one that has always borne the reputation of supplying pure foodstuffs at fair prices is that of Robert Mowat, dealer in staple and fancy groceries, located at the corner of Douglas and Yates streets. He carries a large stock of all kinds of groceries, both imported and domestic, canned goods, table delicacies, dairy and country produce, fresh and dried fruits, vegetables, general grocers' sundries, tobacco, cigars, etc. Mr. Mowat has wisely concluded to cater to the best class of trade, being as expert judge of all kinds handled and a close buyer in the best markets.

### J. KINGHAM & CO.

The development of the wonderful coal resources of Vancouver Island has been of inestimable value to our citizens and our industries, the latter of which have sprung into prominence since the opening of our fuel supply. The firm of J. Kingham & Company has been an important factor in the growth of our city and her industries. Their coal, the Nanaimo and imported varieties, are rich in heat-giving properties, leaving no cinders and a minimum of ash. They operate the large coal bunkers and wharf at 82 Store street, where they furnish coal in quantity to the shipping and to the trade. They are agents for the New York Underwriters' Fire Insurance Company, whose assets are over \$15,000,000 and is too well known to need description. Mr. Joshua Kingham, the senior member of the firm, is admired by his patrons for his honorable dealings and his interest in public affairs.

### E. ANDERNACH.

One of the most attractive jewellery stores in this city is that of Mr. E. Andernach, at 92 Government street. The store is large and exceptionally handsome, and is well stocked with all the latest styles of cut glass, bric-a-brac, etc., making the place one which not only delights the people of the city, but the casual visitor, who is well surprised and pleased to find such an establishment in our midst. The stock consists of gold and silver ornaments, precious and semi-precious stones, and a fine line of ladies' and gents' watches of all sorts. Watch repairing, diamond setting and manufacturing are the specialties of the house. The high class of goods which Mr. Andernach handles and the unwavering lines of business integrity pursued by him are the agencies which have enabled his business to grow from a small beginning to a large and steadily increasing trade.

### DIXIE H. ROSS & CO.

When any house dealing in foodstuffs can point to years of constant and increasing success it can be promised that they only handle the best quality of goods, dealing fair and honorable by their many patrons, and sell at moderate prices. Such is the record of Dixie H. Ross & Co., No. 111 Government street, grocers, one of Victoria's best known firms. Having had very extensive experience in the grocery trade, and doing an immense annual business, they are able to go to the first markets in our own and other countries to secure their supplies, and buying for cash enables them to give their patrons the benefit of greatly reduced prices, compared with which is always invited. They carry a large and assorted stock of imported and domestic staple and fancy groceries, bottled and canned goods, table delicacies of every kind, fresh and dried fruits, wines, liquors and cigars, and are direct importers of the famous Dixie Ceylon teas.

### B. C. JUNK & HARDWARE CO., LIMITED.

Amongst the interesting industries of this city is the collection of old metals, rubber, cotton and other fabrics which are generally looked upon as absolutely worthless.

The leading house handling this merchandise is the B. C. Junk & Hardware Company, Ltd., having their main store on Johnson street, a company of great financial strength, established some twelve years ago.

This corporation, under the able management of Mr. W. J. Burnes, has steadily grown till its turnover now rivals that of our largest houses handling the new article, and is regarded as one of the soundest and most reliable concerns in the district.

### B. C. DRUG STORE.

A leader in its line and one of the best appointed and most up-to-date drug stores in this city is the B. C. located at 27 Johnson street, of which Mr. John Teague is the enterprising manager. Mr. Teague is a registered pharmacist who has made a specialty in his drug business of accurate and careful compounding and filling of prescriptions, for he employs only experienced and careful assistants. The store, which is one of the best of the city, is well stocked with a full line of drugs and druggists' sundries. Fresh, pure drugs is one of the absolute requisites in a sick room, and this is one feature of Mr. Teague's business, which has always commended it to the public in no uncertain terms. Old residents of Victoria know the B. C. drug store and their honorable methods of doing business too well to need any special encouragement from this paper to go to their place for supplies in the drug line.

### LANDSBERG'S MUSEUM.

43 Johnson Street.

About a quarter of a century ago Mr. E. Landsberg began to gather a collection of interesting and rare relics of the tribes of Indians of British Columbia and Alaska, till it is now without a rival on the continent. Landsberg's museum is devoted entirely to relics and curios, illustrating the arts, habits, customs and mythology of the present and past Indians, and is almost as well known to the collectors of curios as is the British museum itself. Here are unique and wonderful carvings in wood, stone, ivory and bone, woven baskets of the most intricate designs, decorated in everlasting colors; crude and artistic totemis, specimens of bark clothing, and head-gear of every age; masks, necklaces, spears, war implements, cooking utensils, and thousands of articles of priceless value to the antiquarian. Amongst the islands throughout the northwest Mr. Landsberg's agents are securing the country gathering the little that is now left to add to his collection.

### VICTORIA BOOK & STATIONERY COMPANY.

If Victorians were not great readers they would not support such an immense store as that of the Victoria Book & Stationery Company at 61 Government street. Thoroughly modern, they carry a full line of the latest fiction as well as popular poems, classic and scientific works. They also carry for tourists a carefully selected supply of post cards, views, sterling silver goods, and the finest English leather work, such as purses, portfolios and dressing cases. The company was incorporated in 1890 with a capital stock of \$25,000, and has grown steadily ever since, until at this time it is one of the finest and largest stores of its kind in Canada.

### L. GOODACRE & SONS.

To feed the people has been for centuries a problem of empires, and so man has come nearer solving it than he has in foodstuffs. Representation in this line is generous in Victoria; but to concern is more firmly in touch with the masses than that of L. Goodacre & Sons, butchers, packers and retail dealers of meat, whose immense establishment is at 121 Government street. The growth of this concern's business is but an example of the appreciation of the people of good quality of goods and honest dealing. The store is one of the largest and best equipped in the city, and carries a full line of the choicest beef, pork, mutton, and veal, besides a full line of bolonia and sausages, and all kinds of poultry and game in season. Here you can procure the choicest and juiciest steaks, luscious chops and cutlets and sausages to compel the admiration of an epicure. Mr. L. Goodacre is a very popular man, as has been shown by the citizens, who elected him to the aldermanic council at the recent election by a large majority. He has the civic pride and is interested in many enterprises toward the advancement of the city's interests.

### JAMES MORRISON.

As a manufacturer of high grade structural iron and steel, James Morrison, of 95 Wharf street, is entitled to creditable mention in this review. Mr. Morrison is a mechanic of the highest order and is able to execute the work of such magnitude as may come to him to the entire satisfaction of the architects and engineers of our city. Besides doing a general blacksmithing business he produces the forgings for machinists and engineers, which are endorsed as being of a very superior quality. He carries a full line of logging supplies, which he sells at a very low figure. Mr. Morrison has been in business since 1890, and his ever-increasing patronage necessitated his equipping his works with modern machinery which enabled him to compete with other makers of a similar product.

### WATSON & HALL.

Visitors to Victoria are surprised at the extent of our retail trade, which attract their attention by their admirable displays both in their show windows and on their shelves and counters. Among those most favorably known for the above mentioned features is the firm of Watson & Hall, of 55 Yates street, dealers in fine groceries, teas, coffees and spices. The stock is composed of the best quality of staple and fancy groceries, canned goods and delicacies of home and foreign manufacture, and it is not flattery to add that this store contains as complete an assortment and as excellent a quality as can be found in the city.

### SHOTBOLT & HORNE.

Rapid as has been the strides of Victoria in the past decade, her stores and business men have kept pace with her in her march of progress. Among those who have entered into business here in the past few years is the firm of Shotbolt & Horne, dealers in hay, grain, flour and feed, on Johnson street. Since the inception of their business here they have built up a very extensive trade, buyers may be ascribed in a large measure to the choice quality of goods supplied. They are enterprising, progressive business men, who believe in conducting business on modern principles, and are among our public-spirited citizens who believe in the great future of Victoria.

### M. W. WAITT & CO., LTD.

The people of Victoria and vicinity have the extraordinary advantages of a source of supply of musical goods, as one of the largest and best equipped emporiums for that luxury is in their very midst. We refer to the immense establishment of M. W. Waitt & Co., Ltd., who occupy the entire building at No. 44 Government street. Incorporated in February, 1904, with a capital stock of \$125,000, they are without exception the largest and financially the strongest concern of their kind in the province. Their stock is wonderful in its completeness,

## Including Wholesale and Retail, Manufacturing and Many Other Concerns

as absolutely nothing that would be valuable to a music lover has been overlooked. Pianos of a dozen standard makes, including the famous Steinway, Heintzman & Co., Nordheimer, Dominion and Palmer, are in their warehouses, and organs of many styles find representation there also, with the Angelus piano player to assist the unskilled player. A full line of string instruments, accordions, concertinas, and harmoniums, together with a complete stock of fittings for all instruments, go toward the supply of this company's store. They also carry talk-aphones, phonographs, sheet music books, and a thousand novelties that add to the comfort and pleasure of humanity.

### HALL & CO.

There is no known mechanism that requires so much attention and which gets the least as the human body. To carefully regulate the system requires a judicious application of nature's herbs, roots, barks and minerals prepared and skillfully compounded as tinctures, extracts, powders, etc., by graduate chemists and pharmacists who are legally and morally responsible men. We take great pleasure in naming Messrs. Hall & Co., corner of Yates and Douglas streets, as being a concern of the highest integrity and honor, having earned this distinction by the satisfactory methods and the extreme care used in the preparation of their product. Their line is complete in every detail, comprising a selection of the rarest of drugs and chemicals, patent medicines, tonics, perfumes and novelties. Their goods being strictly high grade their prices are as low as could be consistent with purity and general excellence. These gentlemen comply strictly with the Dominion laws regulating the sale of drugs and chemicals, and are reliable and conscientious in dispensing them.

### JOHNS BROTHERS.

Among the successful business houses of Victoria that have made the test of time is that of Johns Brothers, dealers in general merchandise, whose large establishment is located at 259 Douglas street. They carry a large and well selected stock of fine groceries and furnishing goods. The stock carried by this concern is of a superior class, having been selected for quality and superior value. The ever-increasing growth of their business is a sure indication that their judgment as buyers is appreciated by their patrons. Being financially strong they are close cash buyers, and believe in giving their customers the advantage of the discounts thus obtained. They sell at prices as low as good material can be sold for. Connected with the concern is a first class meat market, where a complete assortment of high grade meats is always kept, and as cleanliness is their watchword they enjoy the trade not only of their own neighbors but of distant ones as well. A large and well stocked wood yard in an adjoining block enables Johns Brothers to furnish a fine quality of wood at short notice and at lowest prices.

### FIT-REFORM WARDROBE.

"A man is known by the clothes he wears" may be a suitable adage for future generations as a reminder that we did at least know how to dress well and cheaply owing to the advantages presented by the up-to-date "Fit-Reform Wardrobe," of 73 Government street. When Messrs. Allen & Co., the proprietors of the above named store, began business the old-time dealers' wares lagged and many were the remarks as to the doubtful future of a house who squandered its money in such elaborate style and who sold so cheaply that no firm could live on such small profits. As to the prophetic success of these wise acres, we have but to point to the store's stock and equipment, then to the prices that eclipsed even those of the old-time competitors' wonder. We honestly believe that progressive concerns of this type do more toward inducing the slow, poky business man to improve his manners than any other method could possibly do. They certainly have the endorsement of the good dressers in our city, as is demonstrated by their rapidly increasing trade.

### THE HINTON ELECTRIC CO., LTD.

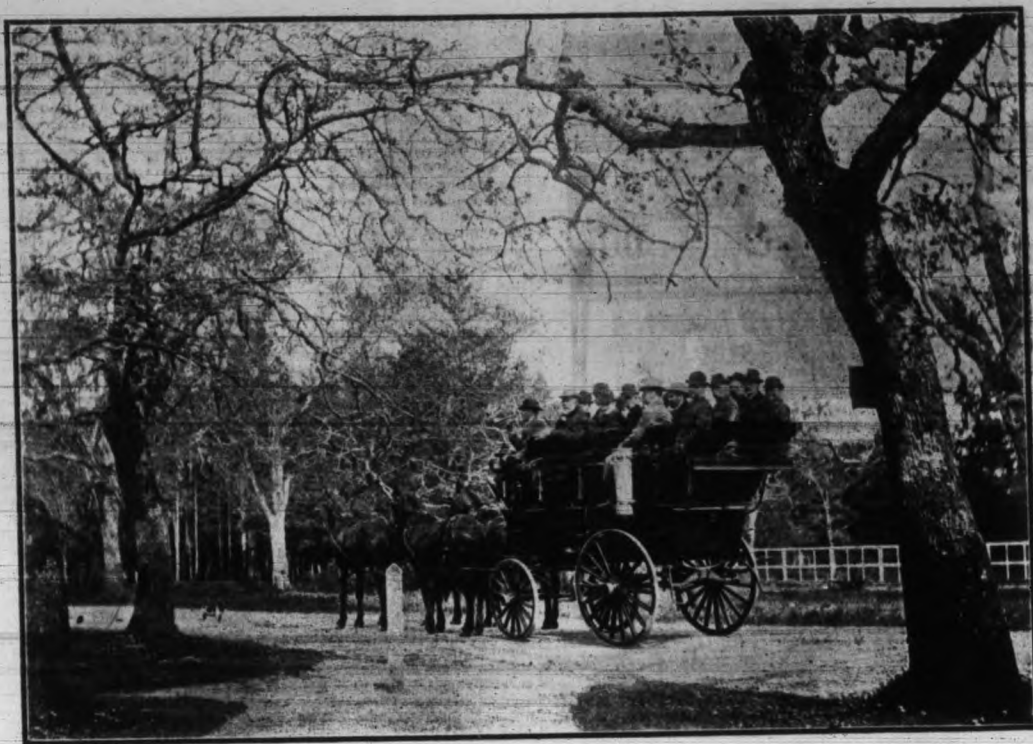
Owing to the heavy demand for electrical machinery and supplies in our province for mining, lighting and power, it is but natural to find located in this beautiful and prosperous city of Victoria a home company established by local capitalists and business men to meet the demand in this direction. This is the Hinton Electric Company, Ltd., which was incorporated in March, 1903, with a paid up capital stock of \$5,000, and offered by gentlemen of the highest standing and reputation, and expert, practical business men, who have succeeded in building up a very large and growing trade throughout the province. The directors of the company are Mr. Geo. C. Hinton and Mr. John A. Hinton, Mr. H. F. Hewitt being the secretary, and all are highly esteemed, honorable, upright business men. They also have a branch at Vancouver, under the able management of Mr. G. C. Hinton, and controlling a large portion of the electrical business of that city and the surrounding country. The business carried on by the company is that of contractors for the installation of electric power plants, both for motive, lighting and mining works, and the sale of electrical machinery and supplies of all kinds. They are prepared to furnish very close estimates on contracts in every department, and in the carrying out of these they utilize only the best of materials and the most expert help, and carry all contracts to completion in accordance with specifications, promptly, and guarantee all their work. For all classes of electrical machinery and supplies they quote the lowest price known to the trade of the province, and fill all orders promptly and ship with dispatch. They undertake all classes of electrical work, and also attend to electrical repair work, their charges being in every case marked by extreme moderation.



Sketches of Different  
Business Enterprises that  
have Won Recognition

# In Victoria's Field of Commerce

Including Whol sale and  
Retail, Manufacturing and  
Many Other Concerns



VICTORIA TRANSFER COMPANY, LIMITED.

This company was incorporated by a special Act of Parliament in 1883, and has ever since taken a prominent part in the commercial life of this, the Queen City of British Columbia. At all times has the management of this enterprising company kept in touch with the most progressive of Victoria's business men, who have worked hard to draw the attention of the world to the advantages and possibilities of this city as a commercial centre of the Pacific Coast. This company operates the largest number of public conveyances in the city; these carriages are the newest and of up-to-date styles, all fitted with rubber tired wheels; besides these the company supplies baggage wagons, furniture and freight trucks, and the finest livery turnouts; these can be procured from them at any time on the shortest notice. Strangers and visitors will find it to their advantage to use this company's conveyances, their rates being reasonable and only reliable and civil drivers are employed.

The splendid four-horse fully-ho coach was imported by this company, and during the summer months makes regular daily trips to the most interesting points around Victoria, and this service, so universally popular with tourists, has done a great deal to reveal to visitors the beautiful scenery in and around the city. While this company has always kept abreast of the times in supplying the travelling and pleasure-seeking public with modern and comfortable turnouts, they are always doing an extensive business in heavy hauling and contracting. They have for twelve years supplied the British government with teams for the construction of the extensive forts around Esquimalt, and so satisfactory has this exacting service been performed that the secretary for war repeatedly awarded them this contract, which they still hold, requiring at times a large force of men and teams.

The officers of the company are Frank S. Barnard, president; A. Henderson, superintendent, and J. Rostein, secretary, and their office and stables are located at Nos. 19, 21 and 23 Broughton street, foot of Broad street.

## ESQUIMALT WATERWORKS.

The establishment of an extensive system of waterworks to supply the demands of our suburban towns was the beginning of a new era for Esquimalt and Victoria West. When the operations began some twenty years ago, there seemed but little prospect that either of the above named places would ever be large enough to need the great output calculated upon by the projected enterprise. Having Thetis lake and Goldstream as their source of supply, the Esquimalt Waterworks Company constructed a series of dams, 16 in number, to enable them to store and control sufficient water for the daily requirements. These dams range from 110 to 900 feet in length, and cost from \$4,000 to \$40,000 each. Twelve of them are at Goldstream and four at Thetis lake. Water is piped to consumers from Thetis lake, a distance of six miles, through 10-in. iron pipe, and it is delivered clean, cool and sweet to the people of Victoria West and Esquimalt. At Goldstream the water for the development of power and light, which is used by Victoria and adjacent towns, is also by the B. C. Electric Railway Company for power for the operation of their system. Under the very efficient management of Mr. Theodore Tubb the company has passed through its hardest experiences into a remarkably lucrative business, now being recognized financially as one of our foremost enterprises.

## FINDLAY, DURHAM & BRODIE.

In the early sixties this branch of a very important London firm, of the same name, doing a large business with the Cape, Australia and the colonies generally, was established here, and took a foremost position as import and general commission merchants. The firm became later largely interested in the salmon canning business, and in the year 1889 these interests were acquired by the British Columbia Canning Co., Ltd., the first English company formed in connection with this industry, which company now holds a very strong position, and has for many years paid dividends regularly. The management remained in the hands of the firm under mention, and with this the local branch is now chiefly concerned, although it also does a large business in the export of salmon. The two well-known companies, viz. the Northern Assurance Co. of Aberdeen and London (then, and the British & Foreign Marine Insurance Co., Ltd., of Liverpool and London. The B. C. Canning Co., Ltd., operates canneries on the Fraser river, Skeena, and Rivers Inlet, and is being equipped with the latest style of machinery. The company has made arrangements to operate a salmon trap at Otter Point this season. The company's Owekayno brand of salmon is one of the best known in the Dominion, and the balance of the company's output is shipped to the United Kingdom and to other parts of the world. The management of the Victoria branch of the firm and company is now in the hands of Mr. B. C. Mess, he having succeeded, last year, Mr. M. T. Johnston, who had been in charge since 1876. Mr. B. C. Mess entered the London office of the company in 1881, assumed the secretaryship of the B. C. Canning Co., when incorporated, and left for Victoria in 1894 to take the position of assistant manager and act as the company's representative here; so he has had long experience in the canning industry, and in general mercantile business.

## THE B. R. SEABROOK MACHINE & SUPPLY CO.

There is no department of commercial activity to-day in this country that more fully illustrates the progressiveness of modern methods of the world's manufacturers than the production of suitable machinery. To give the local manufacturer of goods of any kind an opportunity to secure modern implements for the economical production of his goods, the firm of the B. R. Seabrook Machine & Supply Co. has undertaken to place within its reach such mechanical appliances as may appeal to his desire to enter the field against his better equipped competitor. This concern is, we believe, the largest firm of manufacturers' agents in the province, handling machinery and general machine supplies. At their offices and show rooms at 30 Wharf street, one can select machinery of any kind, either by sample or by drawings, that are fully guaranteed by the agent for the maker. Mr. B. R. Seabrook, the general manager and senior member of the firm, is a man who is known in the commercial world as being one of the keen, shrewd business men who have helped to place Victoria in a leading place as a competitor for the provincial trade.

## RADIGER & JANION.

A leading firm in the commercial world, and one that in importance and size is second to none in the province, is that of Radiger & Janion, of Victoria and Vancouver. Their Victoria office is at 82 Store street, while their Vancouver office is at 317 Cordova street west. They are commission agents and brokers in wines, liquors, ales, canned goods, cordage, etc. They represent: James Buchanan & Co., London and Glasgow, "Special," "Black and White," "Red Seal" and "White Seal" Scotch whiskeys; A. Maquie & Co., French brandies, Cognac, Brandy, Adit Seward & Co., Bordeaux, shippers of V. D. clarets, burgundies and brandies; Les Fils de P. Schultze, Bordeaux, shippers of clarets and white wines; Grimbale & Co., London, shippers of pure malt vinegar; Wedekind & Co., London, coffee and spice brokers; J. P. O'Brien & Co., Liverpool, shippers of Bass's ale and Guinness's stout, dagger brand; W. A. Ross & Sons, Belfast, ginger ale; Belfast; W. Coates & Sons, Nottingham, Ede, manufacturers of hemp and wire ropes, twines, fishing lines, etc., and the Wm. Davies Co., Toronto, packers of canned meats, lard, etc. This concern is reliable in every respect, and enjoy the fullest confidence of the business world.

## ROCHUSSEN & COLLIS.

The discovery and development of large bodies of low grade ore in British Columbia have caused manufacturers of mining machinery to give special attention to modern devices which will reduce cost of operation and increase the output. Messrs. Rochussen & Collis, of 7 Yates street, are selling mining and sawmill machinery and supplies, and can absolutely guarantee, on behalf of the firms they represent, first class material and workmanship. Below are some of the houses for whom they are agents in British Columbia: Messrs. Fraser & Chalmers, of London, England; the Caldwell Bros. Co., of Seattle and Tacoma; the Vulcan Iron Works, of Toledo, Ohio, manufacturers of steam shovels; the Joshua Hendy Machine Works, San Francisco. Inquiries invited and estimates given.

## PACIFIC TRANSFER CO.

Owing to the growing requirements of travel the necessity for competent service in the handling of baggage, household furniture and pianos, the Pacific Transfer Company has gained great prominence due to the success in this line. The travelling public declare that this company with its superb equipment is second to none on this coast, having all kinds of vehicles for carrying passengers, freight, baggage, furniture and pianos. They occupy a fine headquarters, and have their uptown office at No. 4 Fort street. Their complete storage warehouse is provided with the newest appliances for the safe handling of valuable goods. They do a large amount of hauling, and by their promptness and capability have made a host of friends among the merchants and shippers. Goods packed or crated by their able assistants are safely shipped to all parts of the world. The fact that complaints of their efforts to prove their reliability and efficiency, Mr. A. E. Kent, the sole proprietor, is a very competent man, with long experience in this business. He personally superintends all handling and packing, which largely accounts for the success of the company throughout its whole career.

## JOHNSTON'S TRANSFER.

The convenience of a reliable transfer concern is best appreciated when one arrives in a strange city at perhaps a late hour and finds an obliging concern like Johnston's transfer, who are willing to handle their baggage for them. This gentleman has made his reputation on this one fact, and in truth it is his specialty. He hauls our heavy baggage with the greatest care, and has exploded the old idea that all transfer men are "baggage smashers." He will call at your home at any hour, whether it is for a dozen trunks or just a suit case, with the same courtesy. A call on phone 601 will bring a hack or a wagon day or night, rain or shine, and once called he may be depended upon to "get there." Visiting tourists can get the best of service here. Mr. G. J. Johnston is the proprietor, and bears a reputation for integrity and upright dealing. His offices and warehouses are at 135 Douglas street, where a visitor will find a complete equipment.

## ST. ANN'S CONVENT.

The convent of St. Ann's was established in Victoria in 1858 by members of the order known as The Sisters of St. Ann, as a branch of the famous convent of the same name near Montreal. From a tiny school in a log cabin it has grown to an immense college surrounded by spacious grounds, occupying an entire block, within a short distance of Beacon Hill park. Being exclusively a young ladies' school, the studies are selected with the view of preparing them for a credit to themselves, their people, and the community. The five grades are primary, junior, preparatory, senior and graduating, taking up the elementary studies until perfected, and later languages, physics, domestic science, etc. At present there are about 200 scholars, ranging in age from 7 to 21 years. Physical culture is taught and encouraged, and well equipped gymnasiums, basketball and tennis courts are furnished for general use.

## F. J. BITTANCOURT.

The business enterprises of Victoria are noted for their solid, substantial character, and her business men for their energy, liberality and the hearty welcome they give to all new enterprises, being alive to the fact that the more varied the manufacturers and commerce of the city, the more steady will be the growth and prosperity of the community. Every line of business and profession is represented here, and a leader in the auctioneer business is Mr. F. J. Bittancourt, who is one of our most progressive citizens. To be a successful auctioneer a man must be a good sound, logical speaker, but a man of genial disposition, possessing the happy faculty of amusing and holding his patrons. Such a man is Mr. Bittancourt, who is well known to all Victorians. Mr. Bittancourt conducts a very extensive business besides his auctioneer work at his auction rooms, at the City Auction Mart, where he recently moved. He carries a large stock of new and second-hand furniture, art goods, etc., and many fine things to be had at very reasonable prices. He also attends to orders for sale at residences, as well as sales of real estate, business chances, merchandise, stock, farm implements, etc.

## BALMORAL AUCTION MART.

Among the newest and most successful concerns who have established records among the purchasing public we note the Balmoral Auction Mart, which is operated under the efficient management of Messrs. L. Eaton & Co., at the corner of Douglas and Fort streets. Mr. Eaton, the senior partner, is a man whose experience dates back many years, and he has shown his ability as an auctioneer and business manager, for since he opened his present place of business it has made great strides forward and upward in popular favor. This firm buys, sells and exchanges whatever commodity may be offered, at the most liberal current rates, and conducts a general commission business as well. Their spacious warehouses are the headquarters of the thrifty buyer who sees great advantages to be secured by visiting this store. The concern conducts regular sales at stated intervals where competitive bids secure for the buyer the coveted article at a remarkably low figure. Mr. Eaton is a hustler, who is ever on the alert to secure business, and enjoys the popularity he has so justly earned.

## JUBILEE GREENHOUSES.

The love of flowers is a sentiment as strong as our attachment for home; indeed, so closely associated are the two ideas that a home without flowers and trees seems only half complete. An establishment like the Jubilee Greenhouses, of which Messrs. W. L. Russell were the founders, is a boon to any community, and encourages the raising of plants and flowers. Their office and greenhouses are at the corner of Rae and Douglas streets. He is an expert in floriculture, and makes a specialty of bouquets and designs for weddings and funerals, attending to the decoration of halls, rooms, etc. They always have a full stock of cut flowers, potted plants and ferns on sale. Orders are given prompt attention, and their prices will be found most moderate.

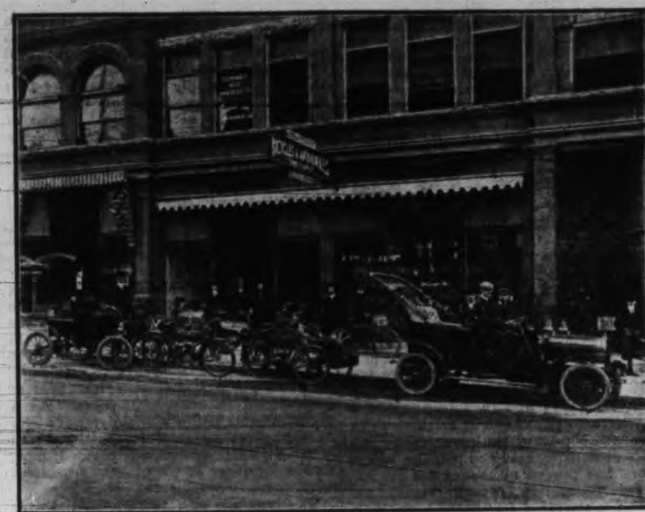
## VICTORIA FLORAL CO.

The manager and owner of the Victoria Floral Company, Mr. A. J. Woodward, is one of the pioneer florists and largest growers of high-class plants, green stuffs, etc., in the province. Situated on Fairfield road, his greenhouses cover a large area of land, where the sunshine and salt water breezes make a beautiful spot and a thriving place for flowers. He makes a specialty of cut flowers, bouquets, wreaths, etc., and his well appointed down town office is situated near the corner of Government, on Fort street. Mr. Woodward enjoys the trade of the entire northwest, and does a large business in the States.



THE BALMORAL HOTEL.

Situated in the heart of the city of Victoria, occupying an entire block on Douglas street, we find the stately and beautiful Balmoral hotel. Being a first class establishment, it has enjoyed the patronage of the best people. The hotel was taken over four years ago by Mrs. M. J. G. White, who also runs the Hotel Brunswick. A careful manager, a keen and conscientious business woman, and is endorsed by her guests and acquaintances. The hotel has eighty large, well lighted and heated rooms, spacious halls and broad staircases, tastefully furnished with an eye to comfort and luxury. The commodious and cheerful dining room is a feature of the Balmoral hotel. Snowy linen, glittering glassware and cutlery are not the specialties in this house, as is too often the case in hotels, though these features contribute largely toward a successful dinner. The cuisine of this house is celebrated as being the best in this or any other city. The most delicate viands, soups, game, roasts, fowls, and poultry, prepared under the supervision of the manager, make the table of the Balmoral famous. At the desk we find the genial and obliging clerk, Mr. W. G. Anderson, who is willing at all times to impart such information as may be requested of him. A corps of twenty-five trained assistants all help to make this hotel a resort to be sought after. A choice of either the American or European plans lends to the desirability of this hotel, and the rates being but \$1.50 to \$2.00 per day, places the accommodations within the reach of all.



PLIMLEY'S STORE, GOVERNMENT STREET.

## R. N. JOHNSTON.

It may appear startling to our visiting friends when they enter our balmy climate and note the luxury of our early vegetation and flowers, but climatic conditions favor us, and, assisted by our rich soil, we find no difficulty in producing the rarest of nature's beauties. A large share of the credit for our perfect specimens belong to the nurseryman, who by careful budding, grafting and cultivation has greatly improved the old varieties and established new ones. Mr. R. N. Johnston, whose office and salesroom is in the city market on Comorant street, is an expert seedman, nurseryman and florist, noted for the beauty of his product and the number of hardy varieties of fruit and ornamental trees he has produced. His nursery on St. Charles street is well worth a visit, for there one will find the choicest of roses, carnations, etc., blooming and ready for inspection and sale. He deals in seeds, plants, bulbs, roots, and nursery stock, having as complete a selection as can be found in the province. He guarantees his product to be as represented, and we know that his guarantee is good.

## JAMES K. REBBECK.

The progress of industrial development in the Northwest has afforded a bountiful field of operation for men of courageous spirit and a genius peculiarly adapted to great undertakings of construction work. Within the next few years gigantic strides are bound to be made in overland transportation, and other engineering feats will be the order of the day. A consulting engineer of established reputation cannot fail during the next decade to find his hands full in laying plans for the construction work demanded in a rapidly developing country, and a wide-awake man can easily build for himself a national reputation here with comparatively little effort. Such a man is Mr. James K. Rebeck, who has behind him a record of years of successful practice, and his operations cover a large area, as he is able to handle work in all parts of the Pacific Northwest. Mr. Rebeck is probably better known as a mechanical engineer and naval architect, as he makes a specialty of designing and installing all kinds of engines, boilers and all kinds of machinery.



VIEW OF THE ARM.

## JAY & CO.

Important among the industries of this province is that of husbandry and horticulture, and it is to the responsibility of the dealers of the primary product that makes eventual satisfactory success. Jay & Company, of No. 13 Broad street, have been tried out for a good many years, and the growth of their business attests to the confidence that is placed in them by the community. They enjoy the popularity they have so justly earned, and their show rooms are always full of people who desire to purchase of their guaranteed product, shade, fruit and ornamental trees, bulbs, roses, vines, lilies, ferns, but a part of their wonderful stock. At their greenhouses and nursery, at 225 Cook street, are found rare trees, etc. Mr. Wm. J. Savery, the manager, is ever ready and willing to go into details and give prices on trees, etc.

## NOAH SHAKESPEARE.

No position is more trying or requires a man of more ability or stability than that of the postmaster. Mr. Noah Shakespeare, who has served in that position for the past 18 years, has proven in more ways than one that he possesses both ability and stability. Mr. Shakespeare is one of the pioneers of the province, having left England in 1862, coming by the way of Cape Horn to this country, and ever since then has been both a property holder and resident in this community. During the many years Mr. Shakespeare has acted as postmaster his services have been entirely satisfactory to the public and government, and there is no doubt but that they will continue to be so. Under his able management the rapidly growing business of the Victoria post office will be carefully managed.

## J. T. HIGGINS.

Nowhere in the world do the flowers grow and bloom more fragrant and beautiful than in this Eden of the Sound country, and nowhere do they find more liberal uses than at the hands of taste ful people of Victoria. The florists of this city are noted for their great enterprise and artistic skill in plant cultivation. One of the most distinguished florists in this section is Mr. J. T. Higgins, who has had many years of experience in the floral business, and is an adept in the science of floriculture. His office and greenhouses are located at 231 Fort street, where he operates a large area under glass. Mr. Higgins is one of the most successful florists in the west, and has a trade throughout the Sound country. He makes a specialty of cut flowers, roses, carnations, wreaths, etc., and furnishes artistically arranged designs for churches, funerals, weddings, and social functions.

## C. H. TOPP.

For the past six years the office of city engineer has been filled by Mr. C. H. Topp, and he has conducted its affairs with ability and faithfulness. He is untiring in his work, and successfully handles large forces of men in all parts of the city, or over which the city has authority. During his service the work has immensely increased, and the burdens and responsibility of the office also, but Mr. Topp has been found equal to the task, and with general satisfaction to the public. Indeed the city is beginning to be able to take pride in itself, and partly so, owing to Engineer Topp's energetic and efficient work. Nearly all of the city's paving and the laying of the sewerage pipes has been done under his supervision.



VIEW OF ESQUIMALT HARBOR.



# An Empire of Timber

British Columbia Has Greatest Forest Wealth of Any Region on Continent—Opportunities for Pulp Industry—Progress of Lumbering

**ITS** TIMBER wealth is one of British Columbia's most important assets. It represents results more immediately available, perhaps, than those of any other line of industrial activity, with the exception of mining. Experts say that within the confines of this province is the largest compact area of marketable timber on the continent, and were it not for the destructive forest fires that have ravaged the extensive timber zones in years past, the supply would be immeasurably greater. Unfortunately the agencies of the fire-belt could not be resisted owing to the unsettled state of the country, but every effort is now being made by provincial and federal governments to prevent any further devastation by this means.

The coast, in particular, is richly endowed with timber. The forest line follows the indentations and river valleys as far north as Alaska. Logging operations have extended as far as Knight's Inlet, a point on the Mainland, opposite the north end of Vancouver Island. Here the Douglas fir, the most important and widely distributed of the valuable trees, disappears altogether, and the spruce of yellow cedar takes its place. North of this, cedar, hemlock and spruce are the principal timber trees. The Douglas fir, of which much has been written, was named after David Douglas, a noted botanist, who explored New Caledonia

though they are still in demand when a shingle of superior quality is desired. The wood of this tree takes a very brilliant polish, and is well adapted for interior finishing of all kinds. So great is the variety of shading in the color of the wood that a large house may be finished in it without two rooms being alike. It is not only largely exported, but is now being shipped in increasing quantities to Eastern Canada. In British Columbia it enters largely into the manufacture of doors and cabinet work of all kinds. Like all the cedars, it lasts well underground, and on this account is much used in the form of telegraph poles and fence posts. The immense canoes made by West Coast Indians are, with very few exceptions, made of this wood.

In addition to its value commercially for shingles and interior finishings, it is the friend of the settler, inasmuch as out of its straight-grained logs he can build his house, make his furniture and fence his farm, and that solely with the use of the most primitive of tools—an axe, a saw and a file. Owing to increasing demand for shingles in Eastern Canada and the rapid filling up of the Northwest, cedar limits are now becoming very valuable, and the shingle industry especially is assuming large proportions.

The Yellow Cypress is not nearly so abundant in British Columbia as the Arbor Vitae, nor is its circumference so great. Its height is about the same as the Arbor Vitae—150 feet—and its average diameter is about four feet, though

ties and firewood. It is much used for mine props and other construction work in the mining districts of British Columbia. It is admirably suited for this purpose, as the wood is very tough, and when not exposed to the weather does not easily decay. It is said to make excellent charcoal.

The Engelmann spruce of the Rocky and Selkirk mountains is the most useful tree growing in the interior of British Columbia, and is there largely used in bridge and trestle work and for heavy construction work generally. In the valley of the Columbia it is often more than 150 feet in height and 5 in diameter. The wood is very much like that of the black and white spruces, and may be used for the same purposes. This was the chief wood used in the construction of the Canadian Pacific railway from the Rocky mountains westward.

The Menzies spruce grows chiefly in the immediate vicinity of the coast, ranging in British Columbia from the international boundary north to Alaska. In the southern part of the province it grows scattered among other trees, but in the north it is relatively much more abundant, growing sometimes in large clumps. Though averaging less in diameter than the Douglas fir, occasional trees of great size are found. Those cut for lumber are, however, seldom more than five or six feet in diameter. No other tree on the West Coast is used for so varied purposes, and as it is easily worked up by machinery there is a great

Western hemlock is for many purposes just as serviceable as other woods which cost more. Its bark is rich in tannin, but it is too thin to be extensively used while there is such an abundance of Douglas fir in the same region. As its habitat is generally at no great distance from the sea, it is a wood which could be transported to shipping points without great expense. When young or growing singly, the tree is decidedly pretty, and the yew-like fronds which enshroud the trunk form a most welcome and soft bed for the weary prospector or trapper.

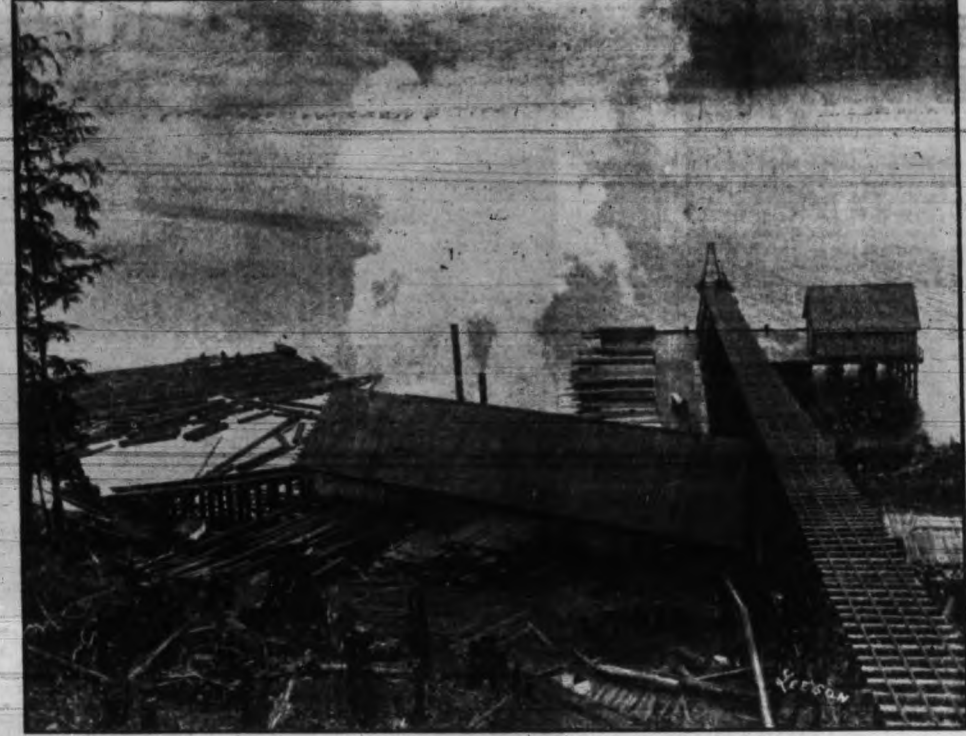
Though a few trees of the Western white oak species grow on the Mainland of British Columbia, it is practically confined to the southern part of Vancouver Island, the finest trees growing in the vicinity of Victoria, where trees three or four feet in diameter, from which logs 10 to 20 feet long can be obtained, are not uncommon. The wood resembles that of English oak, and is very beautiful when made up into furniture and cabinet work. It is not largely used, for two reasons—first, because the supply is limited; and second, because there are other woods more easily and cheaply obtainable. It is principally useful, and will always remain so, as an ornamental tree. It is very picturesque, and gives to the landscape an appearance which one usually associates with English pastoral scenes. In texture the wood is short-grained and hard, though brittle.

The aspen poplar, a widely distributed tree, occurs in nearly all parts of the province, and particularly throughout the northern interior. It is a very useful wood, although in British Columbia not largely used. It is used in many parts of Canada for fence rails, firewood and making log houses. Commercially, where in sufficient quantities and easily available, it is valuable for the manufacture of pulp. The wood of the aspen is light and easily worked, and in the East is used for woodenware, light barrels such as those used for sugar and flour, and for crates and light boxes. It is also employed in the manufacture of furniture, and no doubt in the future it will be available for such uses in some parts of the province.

The broad-leaved maple is common on Vancouver Island and along the coast in the southern part of British Columbia. It is the most valuable of the deciduous trees of the West Coast. Though not as hard or as strong as the hard maple of the East, the wood is much better than that of the Eastern soft maple. Much of it is "curly," which adds greatly to its value as cabinet-making material. It is used in the manufacture of furniture, mantles and handles, and for interior finishing. It grows to a large size, sometimes attaining a diameter of from three to four feet. It takes a fine polish. Some specimens of it may be seen in the interior of the government buildings at Victoria, the beauty of which as wood would be difficult to excel. It will consequently grow more valuable each year. When grown in the open, the broad-leaved maple makes the most effective shade tree we have. A characteristic feature is, of course, its broad leaves, which invariably attract attention and are greatly admired by strangers.

In addition to these are the Western larch and mountain larch, the Western white fir, the Western yellow or bull pine, and the scrub pine, as well as the yew and juniper. Two native maples, the vine and acer, the poplar or cotton wood, the canoe birch, arbutus, dog wood, buckthorn and grey, also abound in various parts of the province. The hard woods are usually found in bottom lands, and indicate fruitfulness of the soil. There is no part of British Columbia in which the timber supply is not sufficient for local demands.

**The Timber Limits.**  
The principal timber limits of the regions in which the great bulk of timber wealth is situated are Vancouver Island—the valleys of the Cowichan, Chemainus, Nanaimo, Englishman's Little Qualicum, Big Qualicum, Comox, Oyster, Campbell, Salmon, Adams and



MILL AT QUATSINO.

is its density, as high as half a million feet of lumber having been taken from a single acre, a fact that seems incredible to the lumbermen of the East, who consider twenty thousand feet not a bad average. In the southern interior, particularly in the valleys of the Columbia and Kootenay rivers, there are some splendid timber limits. There were over 120 sawmills in operation in the province last year, and the total cut of both provincial and Dominion lands was nearly 350,000,000 feet. The acreage of the timber under lease is more than 75 square miles, and according to the Dominion statistician the total area of forest and woodland is 285,554 square miles.

**Possibilities of Pulp Industry.**  
During the last few years marked attention has been devoted to the possibilities of the pulp industry in this province. Several preliminary or promotional companies were formed, and the government, with the object of encouraging the manufacture of pulp and paper, passed legislation enabling these companies to secure for a limited time concessions of timber and water power on special terms. At the time of writing actual operations have not commenced, but active negotiations have been going on with capitalists with that end in view.

There are, however, one or more important considerations to be kept in mind. The market for pulp alone, apart from a paper mill, is not large enough for a large pulp mill. Japan is practically the only consumer of that product, so far as this province is concerned. The output of pulp must be largely consumed by the local paper mills for the products of which there are very extensive markets in Australia, South America and other countries bordering on the Pacific Ocean. There is, too, in British Columbia and the Northwest a home demand, which is rapidly extending, but not sufficient, perhaps, to absorb the entire output of a paper mill, but nevertheless an important market in that connection.

There are also to be considered the questions of labor and shipping facilities. Labor on the coast is higher than in the East, but the natural conditions are so favorable that careful estimates show

lines, with British Columbia, United States, German and other manufacturers (principally British). To meet these on equal grounds and obtain a share of the market will take time and enterprise. The advantages on the side of the British Columbia manufacturer will be cost of production and geographical situation. With abundance of raw material and water power, there is no reason why the latter could not, in the lines he would naturally undertake to manufacture, such as news, wrapping paper and certain grades of cheaper stationery paper, undersell all competitors, or at least successfully hold his own.

No mills for the manufacture of wood pulp or paper are at present established in this province, but no portion of Canada can show greater advantages for these industries. Water-powers can be found on the coast of the Mainland which afford unique facilities for industrial works, owing to their situation adjacent to deep water, to their ease of development, and to their being in the centre of the timber areas. In addition to the water-powers on the coast, there are numerous fine water-powers in the interior of British Columbia, where can also be found immense quantities of wood suitable for pulp; but at the present time the rate of freight to the coast would be a bar to successful competition in the outside markets.

**Practically Inexhaustible.**  
Along the coast-line of the Mainland of British Columbia and Vancouver Island, and practically inexhaustible areas of pulp woods can be found. South of Knight's Inlet the most abundant wood is the Douglas fir, which is successfully used for the manufacture of chemical pulp. Its suitability for mechanical pulp is not so certain. North of Knight's Inlet is the spruce and hemlock belt, affording enormous supplies of excellent pulp wood—the Sitka spruce especially being unexcelled by any other wood for pulp purposes. These woods cover large tracts immediately contiguous to the sea coast, so that logs can be landed at the mills at very low cost.

An important point in favor of the industries on the sea coast of British Columbia is the mildness of the winters, which admits of operations being carried on throughout the whole year. The forests of this province are much more densely wooded than those of Eastern Canada, 500 cords per acre being not uncommon, while from 100 to 150 cords may be taken as a fair average of good timber lands. With proper husbanding the forests are practically inexhaustible for pulp wood purposes. This is essentially a timber country. Atmospheric conditions are especially favorable to tree growth, which is very rapid, and the extent of otherwise valueless country along the coast that can be devoted to forestry is enormous. Most assuredly, as already pointed out, to its wealth of raw material, excellent water-powers and geographical position, British Columbia occupies a position of eminent advantage in competition for the pulp and paper trade of the Pacific.

An important factor bearing upon the future of British Columbia as the centre of the pulp and paper trade of the Pacific is the rapid depletion of the forests of the United States, and it is confidently anticipated that the importation of Canadian pulp and pulp-wood to that country, already large, will continue to rapidly increase. In conclusion, there is no industry, not even mining itself, which gives greater promise of commercial value and general importance than that of the manufacture of wood pulp and paper in this province.

**Density of Timber Areas.**  
A special feature of British Columbia timber areas is their density, the yield being greatly in excess of that obtainable from equal areas in Eastern Canada. The average cut in Ontario is about 10 cords per acre, while upon the lands secured by these companies the estimated cut is over 100 cords per acre. This density enables logging to be carried on to great advantage, and it is estimated that the cost to wood at the mills for many years will be at least one-third the average cost to Eastern American mills. Cheap coal of excellent quality can be obtained from Nanaimo or Union, and shipments can be made directly by water to the mills.

The markets that can, with special facility, be supplied from British Columbia are: British Columbia, Japan, Australia, China, New Zealand, Hawaii, the Philippines, Western Coast of South America, Western Coast of Mexico and Asiatic Russia.

The home market is a rapidly growing one, and with the steady growth of population a correspondingly rapid increase of the requirements in the way of paper may reasonably be anticipated. The long distance from the Eastern mills and the freight rates make competition from the East impossible.

Japan probably furnishes the greatest possibilities for the future, the imports of paper in 1900 amounting to over \$2,000,000, and that of pulp to about \$230,000. Both the demand for pulp and paper in Japan is increasing very rapidly, and the pulp mills of this province will be in the best possible position to supply it.

The Australian market is perhaps the most important of the present time. There are no suitable pulping woods on that continent, and no water-powers, so that Australia is almost wholly dependent upon outside sources for its supply of paper.

The advantage of geographical position possessed by British Columbia in competing for the Oriental and Australian trade is shown by the following table of distances:

	From Vancouver, B.C.	From London, England
Yokohama	4,280 miles	12,180
Hongkong	6,271	10,185
Shanghai	5,461	10,965
Brisbane	6,775	12,465
Sydney	7,245	12,835
Auckland	8,068	13,500

**An Interesting Industry.**  
There are some places, such as Chemainus, on Vancouver Island, whose welfare is largely, almost exclusively, dependent upon the lumber industry. It is intensely interesting to watch the giant logs grappled in the water and drawn up the slip to the big band saw, the first stage in the process through which they have to pass.

At the wharves there may be half a dozen or more big lumber carriers waiting to receive their millions of feet of cargo consigned to foreign markets. Away back from the mill is the logging camp, many hundred feet above the sea level, where the serenity of the virgin forest is rudely disturbed by the thrilling operations in which the logger is the chief actor. These loggers are drawn from all classes of men. There are big-mouth fellows who have known but little of any other life, and who are perfectly contented with their lot, and there are men of education who love the calm and beautiful atmosphere of the forest, the fragrance of the pine, the "simple life" of the woodsman, away from the rattle of the city. There is a splendid life of strife it is true, but a manly and invigorating one. Dollars do not spin in never ending volume across their minds, and to them the toils and tribulations of the counting house and office are strangers. Some erect temporary homes for their wives and families, structures that are hastily torn down as the scene of labor is shifted farther back in the mountains.

Statistics of the timber and lumber industry are not available prior to the year 1888, when the reports of the inspector of forestry began to be published. Since that time a very complete annual statement has been included in the report of the chief commissioner of lands and works. However, a careful estimate of the cut of timber in the province since the commencement of the industry, made from available data in various years, gives the following result: To 1871, 250,000,000 feet; from 1871 to 1888, 595,000,000 feet; from 1888 to 1900, inclusive, 1,308,237,230 feet; in 1904 up till the end of November, 325,271,508 feet, or in the aggregate 2,788,496,737 feet. If to this is added the above the amount of lumber manufactured on Dominion government lands—about 350,000,000 feet, and that cut from private lands, concerning which there is no official record, the total will be very materially increased.



LUMBERING IN THE WOODS.

in the early part of this century. It is a tree that is very widely dispersed, being found from the coast to the summit of the Rocky mountains, as far east as Calgary, and as far north as Fort McLeod. On the coast it reaches immense proportions, its very high and free imperfections, sometimes towering 300 feet in the air, and having a base circumference ranging from 30 to 50 feet. The best averages are 150 feet, and five to six feet in diameter. This is the staple timber of commerce, and is often classed as Oregon pine. It has the same specific gravity as oak, with great strength, and has a wide range of usefulness, being especially adapted for construction work. Scientifically it stands midway between the spruce and the balsam, and in the opinion of well-known naturalists is a valuable pulp-making tree. According to authorities it attains its greatest size on Vancouver Island, along the shores and in river valleys near the coast on the Mainland. There trees 300 feet in height are not rare, the average height of those felled for lumber being over 150 feet. Trees of a greater diameter than seven feet are rarely cut, though those of eight, ten or even eleven feet in diameter are not rare.

The fact that the largest trees are found near the coast greatly facilitates the transport of the logs from the woods to the mill, and a the majority of the mills are so situated that the largest ships may load within a few yards of the saws, the cost per 1,000 feet of handling Douglas fir and other West Coast lumber is small.

**The Principal Trees.**  
Douglas fir is being largely employed in shipbuilding, bridge work and the construction of wharves. It is exported as dimension timber, lumber, spars, masts and piles. Locally it is used for construction work of all kinds, fencing and railway ties, and in the manufacture of furniture. Its durability, which excludes from the air, adds greatly to its value for pile work in the construction of bridges and wharves. The bark of the Douglas fir is largely employed in tanning.

The Giant Arbor Vitae is next to the Douglas fir in importance in British Columbia, and attains its greatest size on Vancouver Island, along the coast and in the lower parts of the rivers of the coast range. It is rarely found in the dry interior of British Columbia, but is abundant in the river valley on the slopes of the Selkirk and coast ranges. Though seldom found more than 150 feet in height, in circumference it rivals the Douglas fir, trees of from 8 to 10 feet in diameter not being rare, and they are occasionally found much larger.

It is chiefly used in the manufacture of shingles, for which it is unequalled by any wood. Formerly the shingles were made by hand, the wood splitting easily, but improved machinery has so lowered the cost of production that comparative

occasional trees attain five feet. The yellow cypress is confined to the coast and the adjacent islands. In the southern parts of British Columbia it is not found at sea level, the finest trees growing at altitudes of from 1,000 to 2,500 feet. Though valuable for many purposes, the wood of the yellow cypress is not extensively used at present, the cost of transportation to the seaboard being too great. On the Queen Charlotte Islands it descends to the coast. When lower levels have been cleared of other trees the yellow cypress will be utilized. This wood is very durable, and on account of its pungent odor it is credited with resisting the teredo. Its grain is very close, and as the wood takes a very high polish, it is greatly valued for interior finishing and for the manufacture of furniture. It commands a higher price than either Douglas fir or Arbor Vitae. The natives along the northern coast of British Columbia make many articles for domestic use from this wood. It is especially valuable for its lasting qualities. In a wet climate, such as is prevalent at Port Simpson, where it was found in old Hudson's Bay Company foundations, this is remarkable. J. R. Anderson, deputy minister of agriculture, in a paper for the Forestry Association, says that on account of its liability to shrink, lengthwise as well as laterally, it requires to be well seasoned before use. The long and slender pendulous fruits which hang from the branches give the tree a very graceful appearance; and the strong pungent odor which it emits when freshly cut, and which it never loses, renders it very easy of identification.

None of the Western pines is found in quantity near the coast, and so far it has been used for Western purposes only. The best of these is pinus monticola, which is little inferior to the white pine of the East. It is found in the interior of Vancouver Island, and is abundant in the southern parts of the coast range, where there is heavy rainfall. In the Selkirk mountains it is not very common, but attains a considerable size on the mountain slopes. The wood is used for the same purposes as the Eastern white pine. Mr. Anderson says: "It is the most useful wood for window sashes, doors, powder barrels and similar work. Being a white and very light wood, it is unsuitable for outside uses, and has a tendency to absorb moisture when in contact with the ground, and is, therefore, liable to decay." It has not heretofore been used to a very great extent. It is a splendid looking tree, having bluish-green fronds and cones from 8 to 12 inches long.

The black pine replaces the jack pine on the eastern slopes of the Rocky mountains. It is abundant in the northern part of the interior plateau of British Columbia, where it covers great areas. In the southern part of the province it is most abundant at altitudes ranging between 3,000 and 4,000 feet. Though esteemed of little value where other conifers grow, except for railway

demand for it in the manufacture of doors, window sashes, boxes, shelving and interior finishing. The wood is very white, is elastic, and bends with the grain without splitting, so that it is much used in boat building, the making of light oars, staves, woodenware, etc. It resists decay for a long time, and, like the Douglas fir, is not attacked by insects. The chief value of the Sitka spruce will in the near future be in the manufacture of pulp, for which purpose it is not excelled by any other tree. As soon as pulp mills are established in the vicinity of the large sawmills, the immense waste entailed by the present method of sawing dimension lumber in British Columbia will be obviated. As the shrinkage is usually very great, it is generally kiln-dried before use, or kept stored away until it is thoroughly seasoned. On account of the sharp-pointed,



WOODMAN AND HIS VICTIM.

short fronds, it is quite impossible to grasp them with the naked hand, and this renders this tree easily distinguished from the other British Columbia conifers.

The Western hemlock is abundant along the whole coast of British Columbia and in the interior of the province, wherever there is sufficient rainfall. Along the line of the Canadian Pacific railway, in the Selkirk mountains, it is very plentiful, but seldom better quality has prevented the hemlock from coming into general use, and the same prejudice exists in British Columbia against the Western tree that prevailed until very recently against hemlock in Eastern Canada. Though its grain is coarse,

Nimkish rivers, and French and Black creeks, along other streams and tributaries of the foregoing rivers, and in the Adzeval valley.

In New Westminster district—Along the Fraser and Pitt rivers; on Burrard Inlet, in South Vancouver, on Howe Sound; the principal inlets of the coast as far as Knight's Inlet.

On the islands in the Gulf of Georgia, notably Crocker, Valdez and Hardwick. North of Knight's Inlet, as already stated, come the cypress and considerable spruce that will be largely utilized in commerce.

**Density of Coast Timber.**  
The great feature of the coast timber



# Flourishing City of Vancouver

**P**ERHAPS there is no feature in the history of the extreme Canadian West that stands out more conspicuously than the growth of the city of Vancouver. It is to-day a sturdy, strenuous exemplification of the

colonial and developing power of a railroad, and with such a force behind it there can be no uncertainty as to its future. When that great band of steel known as the Canadian Pacific railway entered upon its mission of nation making it awakened from East to West forces that had long lain dormant; it infused into a sleeping vastness new life, hope and ambition, and prominent among the unparalleled list of achievements to its credit was the creation of Vancouver. It is true there may have been a Vancouver without the C. P. R., because the place enjoys certain natural advantages that could not be ignored by the investor or other railway enterprises, but it would not be the Vancouver of to-day; its proportions, its population and its progress would have been immeasurably less. It was made by Canada's pioneer transcontinental railway; it was fostered by that same enterprise, and through the same agency it received an impetus that has sent it bounding along the highway of prosperity like one of those mighty engines that brook no interruption on mountain and plain.

It has a splendid harbor, one of the finest on the coast, and in that harbor and along its shores there is constant activity. The big C. P. R. passenger liners, the Empress vessels, are at home when they cast out their lines, the large carriers that ply to and from the Islands beneath the Southern Cross are continually departing and arriving, while vessels en route to the north or south make this a very important port of call. The busy appearance of the harbor has a perfect duplication along the shores. There the sawmill industry flourishes in ever increasing volume, cutting hundreds of thousands of feet of lumber, and millions upon millions of shingles yearly for the markets of the Canadian Northwest and Eastern Canada. This industry has called into existence a large fleet of small craft, while auxiliary to the canning enterprises on the Fraser are a host of little steamers and tugs which steam in and out of the harbor night and day. Railroad and shipping enterprises go hand-in-hand, and the growth of Vancouver in this respect has been uniform. The latter received a very liberal stimulus during the rush to the Klondike gold fields, and as was the case with the other cities of the Pacific Northwest, there developed for it an avenue of trade that still endures on an extensive scale.

Manufacture is steadily increasing, and new lines are being added yearly. Aside from the lumber and kindred industry, and the salmon canning of the Fraser

river, which has a large effect locally, there are no very great establishments in the manufacturing line, if one or two exceptions, such as the B. C. Sugar Refinery, are made. That industry is unique in that the raw product is entirely imported. A very large plant has been built up and a big establishment with a large number of employees is maintained. The sugar, which is all from cane products of South and Central America, and the Fiji and Far East India Islands, is brought in in the raw state by steamers, and the finished product is known from here to the Great Lakes.

With the development of lumbering, shipping, the salmon canning and other lines of industry, arose the opening for machine shops, foundries and similar concerns. The amount of work which has to be done yearly for the various producing and manufacturing industries proper, now affords a large and in-

creasing business for several well-equipped machine and engineering works, as well as four foundries. In the making of salmon canning machinery there has been at least one big works built up in Vancouver, while the turning out of logging engines and other equipment for lumbering has given employment to several large shops with big staffs of employees.

During 1904, marked progress has been made by the city in every line. Though the remark has frequently been heard in the past six years, "Building is about over in Vancouver, and nothing will go on after this season," there has been no interval yet, nor are there any indications that the growth of the city has ceased.

Early in 1903 the board of the General hospital made efforts to get in shape for the erection of a modern hospital, affording accommodation such as would fill the requirements of a centre such as

Vancouver is becoming. At first the modest ideas of the board did not soar beyond a tidy \$100,000 all told for grounds, preparation and building complete, and at that many of the members thought that a fine success would be theirs.

As time went on it became more and more evident that the most conservative estimate of the provision necessary, not only for present needs, but for the future accommodation which would be required, would far out-run the first idea of an expenditure of \$100,000. A tentative decision was reached, upon which the hospital authorities were so far settled that they let a contract last fall (1903) for the building of the foundation, the decision as to the superstructure being held over until the matter could be laid before the city council, with a view to asking for an increased grant toward the institution.

A measure was at last arranged,

whereby the city raised an additional sum of \$100,000, and this was submitted in by-law form to the ratepayers and approved.

Among the other improvements that were carried out in the Terminal City last year was the construction of several miles of sewers, a sum of \$100,000 having been raised for the purpose. Included in this system is an elaborate arrangement of septic tanks which are regarded by the highest sanitary authorities as a most beneficial feature. Their operation is simple. The sewage, which is discharged into them, comes under the action of a bacillus which destroys the impurities and permits the effluence of a liquid which is harmless, in fact it is nearly as clear as water. This can be run into salt water or fresh water without any fear of contamination.

A special loan of \$100,000 was raised by debenture in Vancouver during last year for the purpose of providing funds

for needed street improvements. That a large part of this sum has been very poorly spent is not the fault of the ratepayers, who voted to raise the money, knowing that if devoted to the purpose intelligently much good could be accomplished, for much was required in the rapidly developing city to provide proper means of transit on newly opened thoroughfares.

Perhaps the best part of last year's street improvements, however, is to be noted in the very large increase in the mileage of cement sidewalks laid in residential portions of the city. The policy inaugurated in recent years is to provide all permanent sidewalks, wherever constructed, of cement, and not of wood.

In recent years the city has been adopting the wooden block paving, some of which is dipped in a mixture of tar applied hot, and some have been treated to the carbolite carbo-linum preserva-

tive process. The relative merits of the two methods have hardly been sufficiently tested as yet. The blocks used are Douglas fir, the native timber.

The Terminal City has a capital waterworks system. The precious fluid with which the rapidly extending community is supplied is brought from the Capilano river, which has its source in the mountains, on the other side of Burrard Inlet.

Vancouver school system is a source of pride to its citizens. In addition to a commodious high school, erected a short time ago, there are eight well-equipped buildings in various parts of the city, as well as two smaller ones for suburban districts. The staff comprises almost a hundred teachers, and the whole teaching system is under a city superintendent. A feature is the establishment of three manual training centres, which were maintained for two years by Sir Wm. Macdonald, of Montreal.



CITY OF VANCOUVER.

## THE ROYAL MILITARY COLLEGE

**T**HERE are few national institutions of more value and interest to the country than the Royal Military College at Kingston. At the same time its object and the work it is accomplishing are not sufficiently understood by the general public.

The College is a Government institution, designed primarily for the purpose of giving the highest technical instructions in all branches of military science to cadets and officers of Canadian Militia. In fact it is intended to take the place in Canada of the English Woolwich and Sandhurst and the American West Point.

The Commandant and military instructors are all officers on the active list of the imperial army, lent for the purpose, and in addition there is a complete staff of professors for the civil subjects which form such a large proportion of the College course.

Whilst the College is organized on a strictly military basis the cadets receive in addition to their military studies a thoroughly practical, scientific and sound training in all subjects that are essential to a high and general modern education.

The course in mathematics is very complete and a thorough grounding is given in the subjects of Civil Engineering, Civil and Hydrographic Surveying, Physics, Chemistry, French and English.

The object of the College course is thus to give to the cadets a training which shall thoroughly equip them for either a military or civil career.

The strict discipline maintained at the College is one of the most valuable features of the system. As a result of it young men acquire habits of obedience and self-control and consequently of self reliance and command, as well as experience in controlling and handling their fellows.

In addition the constant practice of gymnastics, drills and outdoor exercises of all kinds, ensures good health and fine physical condition.

An experienced medical officer is in attendance at the College daily.

Seven commissions in the Imperial regular army are annually awarded as prizes to the cadets.

The length of course is three years, in three terms of 9½ months' residence each.

The total cost of the three years' course, including board, uniforms, instructional material, and all extras, is from \$750 to \$800.

The annual competitive examination for admission to the College will take place at the headquarters of the several military districts in which candidates reside, in May of each year.

For full particulars of this examination or for any other information application should be made as soon as possible, to the Adjutant General of Militia, Ottawa, Ont.



# MEMBERS OF THE TENTH PARLIAMENT OF SECOND SESSION BRITISH COLUMBIA.



W. J. BOWSER,  
Vancouver.  
(Conservative.)



R. L. DRURY,  
(Liberal.)  
Victoria.



J. R. BROWN,  
Greenwood.  
(Liberal.)



PRICE ELLISON,  
Okanagan.  
(Liberal.)



W. G. CAMERON,  
Victoria.  
(Liberal.)



J. N. EVANS,  
Cowichan.  
(Liberal.)



C. W. D. CLIFFORD,  
Skeena.  
(Conservative.)



GEO. F. FRASER,  
Grand Forks.  
(Conservative.)



J. F. GARDEN,  
Vancouver.  
(Conservative.)



J. H. HAWTHORNTHWAITE,  
Nanaimo.  
(Socialist.)



THOS. GIFFORD,  
New Westminster.  
(Conservative.)



STUART HENDERSON,  
Yale.  
(Liberal.)



R. GRANT,  
Comox.  
(Conservative.)



JOHN HOUSTON,  
Nelson.  
(Conservative.)



RICHARD HALL,  
Victoria.  
(Liberal.)



H. JONES,  
Cariboo.  
(Liberal.)



DR. J. H. KING,  
Cranbrook.  
(Liberal.)



J. D. MCIVEN,  
Victoria.  
(Liberal.)



A. McDONALD,  
Lilloet.  
(Conservative.)



C. W. MUNRO,  
Chilliwack.  
(Liberal.)



A. H. B. MACGOWAN,  
Vancouver.  
(Conservative.)



JAS. MURPHY,  
Cariboo.  
(Liberal.)



W. W. B. MCINNES,  
Alberni.  
(Liberal.)



JNO. OLIVER,  
Delta.  
(Liberal.)



T. W. PATERSON,  
Islands.  
(Liberal.)



THOS. TAYLOR,  
Revelstoke.  
(Conservative.)



W. R. ROSS,  
Fernie.  
(Conservative.)



W. C. WELLS,  
Columbia.  
(Liberal.)



L. W. SHATFORD,  
Similkameen.  
(Conservative.)



H. WRIGHT,  
Ymir.  
(Conservative.)



H. TANNER,  
Saanich.  
(Liberal.)



DR. H. E. YOUNG,  
Aldergrove.  
(Conservative.)



# Lower Mainland of B. C.

Farming Districts Unsurpassed Anywhere—  
Many Thriving Municipalities—Where They  
Are Situated.

**W**HAT is politically known as Westminister district, and geographically the valley of the Lower Fraser, has long been regarded as one of the finest agricultural sections in Canada. It is evenly divided by the magnificent river that empties into the Gulf of Georgia, and on both sides the land is remarkably fertile. In this valley there are the largest number of agricultural settlements in the province. Settlers were attracted there in the early days by the adaptability of the district for farming, and since then it has gained an enviable prestige as an ideal agriculture centre. Land brings exceptionally high prices, running at \$100, \$200 and \$300 to the acre in some localities.

The soil of the valley is alluvial in character. Dr. Dawson describes the district as the bed of an ancient arm of the sea, which extended inland as far as Hope, and there are many evidences confirmatory of this theory. In the past the settlers had to contend with one serious drawback. This was the overflowing of the Fraser, swollen by the rivers of snow water flowing from the mountains that guard its sinuous course. Latterly, however, the provincial government took this matter in hand, and instituted an elaborate dyking system, which affords the necessary protection to all the low lands subjected to these unfortunate visitations.

The district has been divided into many rural municipalities, with the result that better administration of the laws, the maintenance of good roads, bridges, highways and dykes, have contributed substantially to the prosperity of the district. On the south side of the river are six municipalities, including all the land from the Gulf of Georgia to the eastern boundary of the municipality known as Chilliwack, and from the river mouth to the international boundary. These are Delta, Surrey, Langley, Matsqui, Sumas, and Chilliwack.

On the north side of the Fraser, commencing with the Delta islands, Lulu and Sea, there are seven municipalities—Richmond, South Vancouver, Burnaby, Coquitlam, Maple Ridge, Mission and Kent. It is in this northern portion of the district that the cities of New Westminster and Vancouver are situated. They afford a splendid market for the produce of the farming areas tributary to them, and the trade thus done has contributed considerably to their prosperity and importance. Excellent transportation facilities are provided, and the cost of marketing, therefore, is very moderate.

The climate of the Fraser valley is unique in that it is wholly different from that of any other part of Canada. Its principal characteristic is its extreme humidity, being almost entirely free from frost and snow. In place of the weather it has a rainy season covering approximately the same period, but these conditions are not depressing or unpleasant.

Though there was a good deal of open land almost ready for the agricultural efforts of the early settlers on the Lower Mainland, there are great stretches of the finest timber lands in the province. The rise and progress of the centres of population, such as the cities of New Westminster and Vancouver on the Lower Mainland, have stimulated the timber industry until in number and size the sawmill and shingle mill plants on the Fraser river and on Burrard Inlet now surpass anything in the same line in any other part of Canada.

Another very important industry following the advent of population, and the influx of capital, is that of the salmon canning, which began upon the Fraser river in early years, and which still has its greatest interests centering along the few short miles of that river from New Westminster to the sea. Millions of dollars are invested in the industry, and millions of cases of canned salmon have been shipped all over the world, bringing into the country a rich return.

**NEW WESTMINSTER.**  
Beautifully situated is New Westminster, the heart of this grand productive area watered by the Fraser. With a gentle slope towards the river, and uniformly laid out it well deserves the praise that has been lavished upon it. It is the market town of the Fraser valley, and there on Friday are gathered the farmers from all sections of the district supplying the demand that is constantly increasing. Recognizing the prominence that attached itself to this city on the Fraser, the citizens instituted a produce market and from a humble beginning there has arisen the spacious structure which is an object of great interest to all who visit the place. New Westminster has had its tribulations. In 1893 a disastrous fire swept away the greater part of the business section but from its ashes, Phoenix-like, there arose another centre, larger and more imposing than the first—a splendid demonstration of its recuperative powers, and the extent of the farming done with the rich agricultural communities about it. The market building which replaced the one destroyed by the fire is ideally situated on the waterfront, being convenient to the ferry, the railways and the mercantile part of the city. There can be no more inspiring scene than New Westminster in the vicinity of the market building on Friday, the big farm trade day of the week. Producers and wholesale dealers, hucksters, and middlemen from all points make it their rendezvous, and as a result of their operations the tradesmen reap a material benefit. Until three years ago the market was controlled by three commissionaires, but since then the municipality has assumed a direct supervision, giving assistance and encouragement to this very important phase of the city's business.

New Westminster is the site of a provincial exhibition which each year is one of its crowning glories. This enterprise dates from 1861, but it was not until 1880 that it assumed such prominence and proportions that it became necessary to erect some handsome buildings at a

cost of \$40,000. In 1890 a big show was held at Queen's Park which was such a success that it was decided to hold one annually. This year will be a memorable one, not only in the history of exhibition enterprise, but in the annals of the city, because the Dominion national fair will be held there. Exhibits from all parts of the Dominion and the States will be displayed and visitors by the thousands will be attracted there. Victoria has decided to forego its fair this fall and will heartily co-operate with the sister city on the Fraser in providing a show that will be a credit to the West.

Among the great industries of the province is one which has meant much for the prosperity of New Westminster. This is salmon fishing and canning, for which the Fraser river is noted. The records show that although millions of sockeye salmon come up the river each year, the "run" is not uniformly large, and in some years it is one year it is poor; the next, good; the third, better; and the fourth, phenomenally good. Besides the sockeye or blueback salmon, the great commercial fish, there are several other varieties of salmon, each excellent in its own way and yearly becoming more esteemed as a marketable commodity.

In treating of the operations of the fishermen on the Fraser it is only necessary to deal with the sockeye run as being by far the most important. During some seasons there have been so many as 3,500 fishing boats operating on the Fraser and its mouth. Probably there is an average of 3,000 which during the big runs may be seen in Canoe Pass and at the mouth of the South and North Arms of the Fraser, and it is a pretty sight and quite unique to see this fishing fleet put out on the nets at the end of the weekly close season at 6 p.m. on Sunday.

Almost every nationality under the sun is represented among the fishermen. Eighteen years ago the Dominion government established a hatchery for the artificial propagation of salmon at Bon Accord, five miles up the river from New Westminster. That the output from this hatchery return to the Fraser was proved by the taking of marked fish in subsequent years. As the fish are taken to the water, where the fish is estimated to be worth \$1.00, the hatchery gives employment to many men, and three steamers are required to convey the catch to Vancouver, whence it is shipped to the Eastern market. Incidental to this branch of the industry, the herring business, is thriving, for these fish are required for bait. They are taken to the water, and a new variety, Fraser, the cod fisheries also are important, and the black and ling varieties are greatly esteemed. The latter are taken in the Gulf near the Fraser. The sturgeon fishing of the Fraser has not been good of late years, and a 1,000-lb. fish is now a rarity. The roe from these fish is esteemed in Europe, where it is manufactured into the much prized caviar. Then there is the oolachan or candle fish, one of the first arrivals in the spring. The run lasts but a short time, but the fish come in immense schools. In-shell fish, too, the vicinity of the Fraser is rich. Clams and native oysters are plentiful. Shrimps and prawns are extensively taken, and nowhere in the world are prawns finer. Crabs also have become a valuable asset, and two canneries have canned these and clams exclusively, the value of the pack being about \$40,000. Another "crab factory" at Blaine packed 50,000 cases last year, and the raw material was nearly all Canadian.

Briefly, in conclusion, it may be said the capital invested is \$2,081,430, the employment is given 17,705 people. The total value of the fish products of the province is estimated at over seven millions of dollars, while that of the Fraser alone is \$5,000,000.

Prominent in the local industries are the sawmills, which last year had a total cut of about 96,000,000 feet of lumber, besides 97,000,000 cedar shingles. Thousands of dollars worth of doors and sashes and other factory products are sent yearly to the homesteaders of the Canadian Northwest. Magnificent bridge timbers and thousands of ties for Eastern railways now go from New Westminster mills, and the boxes for the salmon and fruit harvests are turned out by the million. Since the prohibition of the export of logs, dozens of shingle and lumber mills have been erected hereabouts with American capital, and prospects are excellent that New Westminster's share of these is shortly to be materially increased.

One of the industries that occupies a large area in the eastern part of New Westminster, known as Sapperton, is the Brunette sawmills, established in 1878, and now one of the most flourishing concerns of the city. In 1895 the mills were completely burned down and from the ruins one of the finest and most complete establishments to be found on the coast has sprung up. The mills are admirably situated on the Fraser river, at the mouth of the Brunette river, and extend fully half a mile along the river front. Giving employment to over two hundred hands at the mill, and controlling over ten logging camps throughout the province, it can be readily seen that the Brunette mills are one of the foremost industries to be found in New Westminster. The box factory in connection with this mill is considered the best equipped in the province, having automatic nailers, etc. Two years ago a large and commodious shingle mill was built. The product of the company figures up to one hundred thousand feet of lumber a day, two hundred thousand shingles and four thousand boxes. The company is one of the very few in its line that is entirely owned and controlled by Canadian capitalists.

Situated across an arm of the river is

one of the most progressive factories to be found in New Westminster, namely, that of the B. C. Manufacturing Company, Limited, whose site is on Lulu Island.

Another of the solid business establishments of New Westminster is Galbraith & Sons' saw and door factory, which went into business over twelve years ago, and now does a trade surpassed by but few in their line in British Columbia.

There are other large establishments in the city, equipped and conducted on modern lines, and including notably the Royal City Mills and the Fraser River Lumber Company's new plant.

New Westminster has all the public utilities that pertain to every well conducted city, the lighting, water and sanitary departments being all that can be desired. Its school system is equal to any in British Columbia, besides the High and grade school, there being the Columbian College, maintained by the

Methodist church. Of churches it has a large number, including three Episcopal, three Presbyterian, three Methodist, two Roman Catholic, one Baptist, and one Reformed Episcopal, as well as a Salvation Army barracks. The largest of the Canadian banks are also represented here.

There are four hospitals and charitable institutions conducted in the city, namely, the Royal Columbian, St. Mary's, Providence Orphanage, and a hospital for the insane, the latter under the direction of the provincial government.

New Westminster as a municipality is one of the oldest in the West, being organized in 1890. A charter was obtained in 1888 and a council was instituted, with jurisdiction over a much larger area than at present. When the big real estate boom that struck the coast reached the city on the Fraser a crusade was started for public improvements on a large scale, including waterworks, lighting, ferry system, markets, etc., representing an expenditure between \$500,000 and \$600,000. Then in 1898 occurred the great fire, destroying three million dollars' worth of taxable property, but the citizens kept their heads and the city's credit has been well maintained.

The present mayor is W. H. Keary, one of the most progressive men in the province, who has been unceasing in his efforts to promote the welfare of the place, and who has won recognition from the people in the shape of representation on the civic board for twelve years.

New Westminster, as stated, enjoys an ideal situation. It has immediate access to the districts across the river by means of a railway and general traffic bridge constructed by the provincial government at a cost of a million dollars. It occupies an enviable position on the Great Northern British Columbia system; it is in close touch with Vancouver by an up-to-date tramway, and with other points on the coast by regular steamship service. With such advantages in the way of transportation facilities and resources behind it the future of the city is assured.

**FAVORED DELTA DISTRICT.**  
The municipality of Delta includes all the low land lying south of the Fraser river for a distance of fifteen miles from its mouth, and also Westham Island, which is separated from the west of the district by the Canoe Pass of the Fraser river. The district is protected from the river and tidal waters of the Gulf and Boundary bay by a system of dykes, which cost the municipality about \$100,000. The soil is very rich and produces an abundance of crops. Besides the district enjoys close proximity to the markets of Victoria, Vancouver, Nanaimo and New Westminster, the shipping facilities being first class. Naturally the fishing interests contribute materially to the importance of the Delta district. Twelve salmon canneries are operated there, including some of the largest on the river, and during the fishing season the population, ordinarily about two thousand, is swelled to five thousand or six thousand. Delta is most prosperous. Taxes are moderate and the financial condition is first class.

Farming in all its branches is carried on, but the principal industries are dairying and oat growing, in which great progress has been made. The oats raised there are extremely well adapted for milling. With the exception of peas all other grains are grown; while vegetables are produced in abundance. In dairying the Delta district stands in the very front rank. It has a well equipped creamery and a large number of patrons, while its product finds a good market.

Fields of hay yielding three tons to the acre are quite common. Oats weighing 46 pounds per measured bushel were shown at the fall fair and yields of from a ton to a ton and a half of clear oats are quite common. Very little wheat is

grown, other crops being more profitable. The yield of roots is phenomenal, a measured acre having produced 1,500 bushels of marketable potatoes. The area under cultivation this year is estimated at 23,000 acres. There are in the municipality 70 miles of roads, 20 miles of municipal dykes and about 20 miles of private dykes. The assessed value is \$1,950,000. Taxes, raised last year \$17,000. There is no debt, except \$110,000, which is a charge on the land benefited. Thus it will easily be seen that taxation is not a bug-bear to the Delta farmer. The Delta creamery, in operation about ten years, in 1903 produced 102,096 pounds of butter, which was sold for \$27.45 per 100 pounds. There will be an increased output this year.

Situated right in the heart of the municipality, and on the bank of the Fraser river, is the picturesque little town of Ladner, with its suburb, Port Guichen. Ladner is the home of a number of

proved or unimproved land can be bought very reasonably.

Port Langley, a small town on the banks of the Fraser, in the municipality, takes its name from the old Hudson's Bay post which once flourished there. A great deal of grain is grown in the district, but hay is perhaps a more leading crop. This is because there are such large herds of dairy cattle kept, necessitating the providing of a great deal of good feed. Langley has no creamery established, though a cheese factory was once run profitably. A great deal of butter is made, but a large proportion of the farmers send cream to the creamery at New Westminster and milk to the condensed milk factory at Mission, excellent facilities for shipping being had by the steamers on the river.

**MATSQUI THRIVES.**  
The municipality of Matsqui, which comes along the Fraser, is divided into four wards, with a councillor for each

ward, over whom presides a reeve. The district comprises over 51,000 acres, of which about 15,000 acres is rich alluvial soil, yielding immense crops of hay, roots and cereals. This amount of land is owned by 348 persons and companies, and averages about 147 acres to each assessed owner. The population of the district, in round numbers, is 700 which allows about 73 acres to each man, woman and child.

The rich prairie lands of the district are protected from the overflow of the Fraser by a good dyke running the whole length. Excellent educational facilities are provided for the children, taxes are moderate, and the people highly satisfied with the social and economic conditions prevailing in the district.

The district has some fine belts of timber, which when opened up will give employment to a large number of men. Dairying is carried on extensively, while fruit, plentifully grown on the high lands, finds markets near at hand and in the Northwest. The district lends itself particularly well to mixed farming, which is profitably pursued.

The Matsqui prairie is traversed through its entire length by a daily service each way of C. P. R. trains.

The municipal district of Matsqui comprises Mt. Lehman, parts of Aldergrove and Abbotsford, Peardonville, Maple Grove, Pine Grove and Matsqui. The land is generally level, with here and there parts of rolling and nothing lacking in the way of pure running streams, and the trunk and other roads are being improved as fast as the means of the municipal council will allow.

There are two sawmills, one shingle mill, and one creamery in the neighborhood in operation, and with the coming of the new tram line other industries will follow. Beef at this season of the year rises low, but in the spring prices invariably rise; heavy farm horses have been and are still very high, while the price for other farm products has left no room for complaint.

**SUMAS DISTRICT.**  
Sumas district lies between Langley on the west and Chilliwack on the east, and extends like the others between the river and the international boundary. It is in the valley or basin of Sumas lake, and is drained by the Sumas and Chilliwack rivers. The soil is nearly all alluvial, but there are splendid opportunities for the cattle raising industry.

A school is located at Upper Sumas post office; also one each at Huntingdon and Abbotsford. There is also an Episcopal church at the latter place.

The dairy product of this valley has doubled within the past three years. The returns to the farmers for cream and butter are now about \$12,000 annually, while the production of milk, beef and pork is about half or two-thirds as much more. There are 10,000 acres of flooded grazing land, with probably 500 cultivated and not usually overflooded. Apples are very plentiful, but prices are so unsatisfactory that the summer and fall varieties are not all marketed. Plums and prunes are very plentiful, but there is no organized system of marketing the fruit and prices obtained for what are sold are very low. These obstacles are bound to disappear, however, in a short time. The Sumas creamery, a private enterprise owned and operated by Orion Bowman, is supplied with milk or cream from 350 cows. Most of the farmers have hand separators and send the cream only, which is the most economical.

**POTENTIAL CHILLIWACK.**  
Chilliwack, the last of the municipalities on the south bank of the Fraser, is regarded as the banner mixed farming district of the province. Not only is it noted for this feature, but also for its residential advantage, the farmers' homes there being models of neatness and comfort. The district is on the south side of Fraser river, 60 miles up the river from New Westminster. Daily

steamers leave New Westminster for Chilliwack. There is a ferry steamer from Chilliwack to Harrison station, on the C. P. R. Chilliwack municipality is the oldest rural municipality on the Mainland, having been incorporated in 1872. The area of land is 60,000 acres, of which 45,000 are occupied.

Two creameries produced about 250,000 pounds of butter in 1903, which sold at an average price of 25 cents per pound. About 10,000 hogs were sold, which averaged about 100 pounds, the average price being 5½ cents per pound, live weight, or \$88,000. Small fruit is not extensively grown for market. Plums and prunes are grown and shipped in large quantities, the Northwest Territories being the largest market, the average net price to grower being 45 cents for a 20-lb. box. Apples are commanding a better price for the last year, caused by a better class of fruit, due to the management of better cultivated orchards, also pruning and spraying and good fruit. Good packing has had a tendency to raise the price, which averages about 80 cents a box to the grower; peaches about the same price. Peaches and grapes are not grown for market.

The most of the grain grown is fed to stock, which gives larger profits than to market it. The rich lands of the municipality cannot be surpassed in producing hay and all kinds of cereals; 98 tons of roots have been grown on a measured acre in one year. In 1903, 80 acres of hops produced an average of 1,700 lbs. to an acre, 130,000 lbs., which sold at 25 cents per lb.—\$32,500. White labor averages \$1.50 per day and board; Chinese labor, \$1 and board.

While all sorts of fruits, grains and vegetables are grown in profusion in the Chilliwack district, dairying and the raising of stock is perhaps of greater monetary value than any other branch of industry. As mentioned previously, there are two creameries, the Edenbank, which has built up an enviable reputation for excellence in butter, and the Chilliwack creamery, a more recently organized institution, but one which is filling a valuable field, and assisting in developing the producing capabilities of the district. Each year the amount of butter manufactured increases.

The herds of cattle owned in the district are in many cases of very superior quality. There are a number of registered herds, with pedigrees showing the very best strains of blood in the Jersey, Holstein, Ayrshire and Shorthorn breeds. The latter is perhaps the most popular, there being a greater number of this breed owned in the district, and more stock-raisers engaged in breeding them.

Fruit growing is another extensive industry of the district, and large shipments are made annually to Manitoba, Northwest Territories and Yukon.

Poultry keeping is also a very lucrative occupation.

Chilliwack municipality enjoys among many other advantages, a very good system of municipal government. No taxation is paid on the value of improvements. The rate of taxation is nine mills, levied on land values alone, which total nearly \$1,000,000 for some 43,000 acres of occupied lands. The assessed value of farm and other property improvements, untaxed, is also nearly \$1,000,000. The district has excellent highways and roads, kept in fine state of repair, and it is really a pleasure to drive almost anywhere in Chilliwack.

The school system, kept up by the provincial department of education, is here as complete as found in any part of the province. Twelve public schools are located in the municipality and the town of Chilliwack has a high school as well, so that there is no lack of educational facilities.

**KENT MUNICIPALITY.**  
Precisely opposite Chilliwack, on the north side of the river, and sixty miles east of Vancouver, is the municipality of Kent. In this district there are many sections eminently adapted for mixed farming, while fruit growing in particular enjoys a wide range. This is especially true of small fruits, which is rapidly becoming a more important industry. The municipality, however, is best known for its hop raising industry. English capital established several extensive hop yards there some years ago, and the industry has attained large proportions. The hops are shipped to England, and are regarded as equal to the similar product of ancient Kent in the old country, after which the municipality on the Fraser was named.

The principal communities in the district are Harrison River and Agassiz, both of which are on the main line of the C. P. R. At the former place are the celebrated hot springs, and at Agassiz is the Dominion experimental farm, which has become a very useful institution. At Harrison River station there are large lumber and shingle mills, the lumbering industry in this locality being a very important one.

**ABOUT MISSION.**  
Another municipality on the north side of the Fraser is Mission, which contains considerable stretches of good farming land. The country is well opened along the river front, where the raising of cattle, hogs, sheep and horses form a considerable part of the production. Large quantities of hay and many tons of oats are shipped yearly. Dairying is also carried on, the farmers marketing their cream at New Westminster and the town of Mission.

On the upland holdings, fruit growing and chicken raising form the chief items. The fruit industry of this section is assuming yearly larger proportions, and the district is rapidly becoming the largest fruit shipping district of the province. Many tons of strawberries, raspberries, plums and apples, besides other fruits, are shipped yearly to the Northwest, with remunerative results. The poultry business is as yet in almost an infant state, but there are already some good breeders of pure bred stock, and what small business has been done has proved encouraging. Eggs throughout the winter bring in the cities from 30 to 60 cents per dozen, and the

demand for table fowls being always good, it can be seen that considerable expansion in this business is to be expected. Turkeys and geese prove especially profitable.

One of the most prominent enterprises instituted in the municipality is that of the condensed milk cannery at Mission City.

**MAPLE RIDGE.**  
Maple Ridge lies along the Fraser river. Just inside the boundary is the town of Hammond, eighteen miles from New Westminster by river and sixteen miles by the railroad via New Westminster Junction.

The country is covered with timber, and in many portions large amounts of cedar and fir are suitable for shingles and lumber. These, with an immense growth of alder and maple, will furnish great quantities of cordwood, which can be cut in clearing the land, and hauled to the river front, where it finds ready sale to the steamers and to numerous salmon canneries located further down the river. Much of it can be transported on scows to the cities of New Westminster and Vancouver, where it finds ready sale. There is growing on nearly every five or ten acres of land sufficient timber to pay for the clearing of the land ready for cultivation.

Wheat is grown in a small way for feeding poultry, and does well. Oats, barley, rye and stock peas make fine crops and nearly every farmer raises enough for his cattle, sheep and hogs.

As a fruit producer Maple Ridge enjoys a widespread reputation. Small fruits do exceptionally well, while the small can be said to be of superior quality and prices. The district is also one of the finest sections for market gardening in British Columbia, vegetables being an especially strong product.

**COQUITLAM AND BURNABY.**  
Coquitlam and Burnaby are municipalities in the vicinity of New Westminster. In the former the land is for the most part fertile and well adapted for dairying and cattle raising. The population of Coquitlam municipality is small owing to the scattered nature of the settlement. From Coquitlam lake, which is in the municipality, the city of New Westminster is supplied with water, and there has just been completed a tunnel through the mountain separating it from Lake Beautiful, in order to increase the supply of water in the latter lake for the generation of power for the lighting and street railway system of Vancouver and New Westminster.

Burnaby municipality, while well drained by the slope of the southern portion toward the river, and by the Burnette river, which runs out of Burnaby lake in the eastern end of the district, is sufficiently supplied with natural moisture in nearly all parts, from the rainfall, as to ensure the success of all sorts of crops usually planted by market gardeners. Especially it is to be observed that all kinds of green crops for fodder, suitable for dairy cattle, are grown in great luxuriance here. The area under cultivation is not yet large enough to allow of much of the land being devoted to the raising of soiling crops, but the cattle of which quite a number are kept in the district are allowed to forage their living on the large area of common land yet lying unimproved.

**RICHMOND THE REAL DELTA.**  
The municipality of Richmond lies north of the main channel of the Fraser river, and forms the real delta of that river's mouth. It includes Lulu and Sea Islands, and several other islands in the channel of the river. The character of the land in this district is exactly similar to the Delta municipality across the river. Richmond enjoys the advantage, however, of being in direct touch with New Westminster and Vancouver by means of excellent roads and bridges, and consequently the enterprising settlers have to trouble in getting their produce to the growing markets. Milk, hay, field roots and potatoes are sold in both cities at good prices, while cattle and hogs are also raised. A fair quantity of fruit for home consumption is grown, but this is hardly likely to be one of the standard industries. A considerable quantity of grain also is grown.

The total area of the municipality is 30,000 acres, and its extreme length is twelve miles, and nearly the whole district is protected from the overflow of the river by a system of dykes.

On account of its closeness to the river and the waters of the Gulf, there are existing in Richmond a large number of salmon canneries, and in this particular again it is like Delta, the sister municipality on the south bank of the Fraser.

**SOUTH VANCOUVER.**  
The municipality of South Vancouver lies close to the southern boundary of the city of Vancouver. It is in the form of small holdings of one, two or more acres. Many people whose employment is in the city find it convenient and profitable to own a home in the rural district, where at lower rate of taxation they may have two or three acres, or more, from which they can produce a considerable quantity of fruit, vegetables, etc., and keep poultry and possibly a cow or two. In this way the district is being very rapidly filled up, and as each individual holding is comparatively small the clearing of the district, or at least that portion next the city, is being effected with great rapidity. There are, however, still available, and at very reasonable prices, many hundred acres of land which can be secured in "small holdings" by those who desire to turn their attention to fruit growing, small poultry raising and similar occupations.

Being for the most part high land, South Vancouver is fairly well suited for the growing of certain varieties of apples of good quality. Of course, all fruits such as cherries, plums, prunes, apples, pears, grow very freely, but it is pre-eminently a matter of selection as to the varieties, especially of apples.



# Great Wealth of Yale and Neighboring Districts

THE district of Yale is one of the largest and richest subdivisions of the province. Its area is nearly sixteen million square acres, or about 24,500 square miles. It lies almost wholly within the dry belt, although quite naturally, in view of its size, it has a variety of soil and climate. It includes the fertile valleys of the Okanagan, the Nicola, the Kettle river and the North and South Thompson, in the vicinity of Kamloops. It possesses the largest area of purely agricultural and pastoral lands of any district in the province. It contains large cattle ranges and many big herds of cattle, while in addition it is a splendid fruit growing district, its range of products including tomatoes, watermelons, grapes, peaches and almonds.

But Yale is great in another way. It has large mineral resources, the regions conspicuous for their wealth in this line being the Boundary, Nicola, Similkameen and near Kamloops. There are two divisions of this resourceful district that now loom in the public eye more largely, perhaps, than the others. One is the Okanagan country and the other the Boundary. The first has gained its prominence owing to its magnificent agricultural and horticultural possibilities; the other as the scene of mining activity on a great scale.

The Okanagan valley is British Columbia's "Garden of the Gods." Stretching generally speaking from Sicamous lake in a southerly direction for one hundred and fifty miles, it is spacious enough to accommodate many hundred times the number of settlers who have already been seized of its possibilities. Nature has munificently endowed this rare tract of country, giving it a striking variety of charms in climate and resources. It is, therefore, no matter for wonder that a large part of the movement of home seekers to the West has as its objective this wonderfully fertile valley.

At present the district is entered from Sicamous, a point on the main line of the Canadian Pacific railway which operates a branch line through a section of the valley as far as Okanagan Landing, from which steamers ply to the various points on the lake. A trip along that road, while giving but a superficial glance at the country, is sufficient to convince one of its possibilities. First, there is the town of Enderby, a thriving little community that lately attained to the dignity of a municipality. Here are several substantial industries, including timber and flour milling, both of which are carried on extensively. Enderby is ambitious to become the veritable entrepot of the famed Okanagan and is exerting strenuous efforts to out-distance its energetic rival on the north.

From Enderby, and proceeding along the valley, one enters farming territory that cannot be surpassed on the American continent. Fruit growing and cattle ranching are conspicuous among the agricultural industries that are reaching proportions of vast magnitude. Farm after farm is passed, a few miles from the land on either side being as smooth and regular as a sheet of paper. Farther back are the natural boundaries of the valley and everlasting hills. Next comes the town of Armstrong, which vies strongly with Enderby for prominence in the Okanagan. This is another of those charming little farm centres, which hold one irresistibly induced to the travel, wearied of the peace destroying pace of the metropolitan marts of commerce. Armstrong has had its cross to bear. A few years ago it was ravaged by fire, but from its ashes has risen another Armstrong, a town which rightly expects a full legitimate share of the progress that must inevitably associate itself with the fertile valley of which it is one of the chief charms.

The next point of importance down the valley, and one of the most delightful places in America, is Vernon, the first "duly incorporated" city of the Okanagan. It is a rare spot. It is beautifully situated, between forty and fifty miles south of Sicamous. It is the centre of a most prosperous farming community. Roads radiate from it to the Coldstream and White valleys, to the Mission valley at the south, to Grand Prairie and to Kamloops. With a superb climate, free of dampness and that heavy atmosphere that have marred many a locality less abundantly favored, with a fruit growing, cattle ranching and mixed farming activity that every day increases in proportions, behind it, Vernon may well boast of its prospects.

Geographically and commercially this community, therefore, has advantages that would satisfy any place, but Vernon has more. Not far away is Long lake, a magnificent stretch of water that makes the stage trip to Kelowna on the south a journey through wonderland. It is an ideal resort for the hunter and fisherman, and during the summer and fall months innumerable camping parties make this paradise the scene of their tented homes.

The main residential part of the city is situated upon a terrace, at the base of which a level tract of land forms an admirable business site. The streets are splendidly laid out, and when modern improvements are more liberally inaugurated, Vernon will be to the interior of British Columbia what San Jose, the Garden City, is to beautiful California. The city is well equipped with modern conveniences, particularly in its water supply. It has a reservoir with a capacity of 250,000 gallons, while a pressure of 116 pounds to the square inch gives ample power for fire protection and electric lighting. Five hotels, many business houses and a bank are conducted here, while there are several factories in operation, including saw and door and cigar factories, as well as a flour mill, a branch of the Enderby establishment. Vernon is the seat of the provincial government offices, the court house, a branch of the insane hospital and other public institutions. It has graded and high schools, a hospital—the Vernon Jubilee hospital—several churches and a number of fraternal organizations.

The great drawback to the development of the district in the past has been the large holdings of the early settlers, who declined to sell, and thus kept the

small rancher from getting a foothold in the valley. This, fortunately, is now changed, the large holders, realizing the values of their hitherto unproductive acres, have had them surveyed and divided into small plots which they have placed upon the markets. These have had a ready sale, and the district is being rapidly settled. This applies to the whole Okanagan valley, which for years was a huge preserve for the fortunate few who got there in the early days. The subdivision of these areas and the reports of the fertility of the land have attracted many people from the Northwest and Manitoba, who have found there all the advantages they enjoyed east of the Rockies, in addition to a climate with which no other place in the Western hemisphere is blessed.

In the vicinity of Vernon are a number of magnificent ranches, the most celebrated of which perhaps is the Coldstream, owned by the Earl of Aberdeen.

The ranch comprises some 13,000 acres, of which 8,500 are range land, 2,000 under cultivation, and the remainder more or less timbered. Of the cultivated portion, the most interesting to the visitor will probably be the orchard of 200 acres, of which over 100 acres are now producing. This is being steadily increased year by year, and it is not unlikely that, at no very distant period, the Coldstream ranch may develop into one of the largest fruit farms in the Dominion. Apples are the chief product, though pears, plums, prunes, cherries, etc., are also grown. As to output, it may be said that in 1903 there were shipped from this orchard 505 tons, and, in addition, 188 tons were purchased from neighboring growers, and were marketed along with the Coldstream fruit. The Northwest Territories and Manitoba provide the principal markets, though packages bearing the well known brand of this ranch have found their way to Dawson City, and may even be met with in Australia. A small nursery is being enlarged to contain 200,000 stock trees of the various varieties which experience has shown to be best adapted to this district.

Another important feature of the ranch is to be found in its extensive hop yards. There are now in cultivation under hops about 100 acres, from which were shipped last year 552 bales, containing in all 113,436 pounds. The area of the hop fields, like that of the orchard, is being yearly increased, and the facilities for curing and preparing them for market are of the best.

Of the arable land, 484 acres were devoted to grain in 1903, and yielded 500 tons. Of roots, 386 tons were raised, and potatoes, 574 tons. Most of the cultivated area of the ranch can be reached by a system of irrigation, though, to a large extent, it is hardly necessary to employ this during an ordinary season. The live stock includes a herd of about 1,000 cattle, of which some 300 head are shipped each year to Alberta as yearlings, where they are grazed and fattened. The average crop of calves is fully 75 per cent., which speaks well for the excellent breeding conditions existing in this district. A few sheep and Angora goats are kept, and about 300 hogs are sold each year, realizing about \$3,000. About 25 men are employed in winter, and in summer this number is increased to 50 or 60.

Some years ago a few 40-acre lots on this estate were placed on the market, and are now occupied by prosperous farmers and fruit growers. Another subdivision has since been made, and a limited number of 20-acre plots on Long lake are offered for sale. The purchaser, if he desires, may make arrangements with the ranch to have all the land planted with fruit trees, under expert management, and cared for till it reaches producing age.

About sixteen miles on the east of Vernon is Lumby, a settlement which has two churches—Presbyterian and Roman Catholic—and a general store. A sawmill and a creamery are also operated at this point, the latter on a co-operative basis. Immediately tributary to Lumby is a large tract of good farming land, estimated at forty thousand acres. About forty miles down the valley from Vernon is Kelowna, the principal shipping point, and a town that is rich in promise. This place can be reached by either the lake or stage routes, each of which is highly delightful, strikingly exhibiting the scenery of the district. Kelowna is really the most formidable rival of Vernon in the Okanagan valley, and there are some who prophesy that it will outstrip its older contemporary. Certainly its progress during the past few years has been astonishing. As in other parts of the Okanagan district the extension of Kelowna was retarded by the limitations imposed by large holders of land. Recently, however, these have been broken up, and Kelowna is rapidly extending along the Mission valley, one of the grandest stretches of country the eye can behold.

As a shipping point Kelowna enjoys exceptional advantages. It is situated right upon the shore of Okanagan lake, and is the main port of call of the lake steamers. When these speedy little carriers tie up at the dock a busy scene ensues. Farmers from miles around are on hand to receive freight, such as farming implements, and some of the less practicable but seemingly indispensable luxuries of life, or to ship their produce. Rusticators bent upon learning cattle ranching stand on the wharf ready to receive the mail to the post office and learn the latest tidings from home. School marms, bronzed and buxom, chirrup to arriving visitors or departing guests. Storekeepers and hotel proprietors are there, in fact every class and occupation in the town are represented in the heterogeneous gathering that welcomes a lake steamer or speeds it on its journey. It is a scene that cannot be witnessed at any other point in this section of the Okanagan, because Kelowna is the chief shipping town.

Kelowna has the foundation of a large and prosperous place. It possesses several churches, a school, fraternal organizations and other distinguishing characteristics of the metropolitan centre in miniature. Its people are robust and energetic and full of righteous pride in the natural strength of their country.

Farther down the lake are the settlements of Fairview, Peachland and Summerland, while at the foot of the sheet of water that gives its name to the surrounding country is the last town in Okanagan district proper, Penticton. From then on, one passes into the Similkameen and further south to the thriving Boundary country.

Undoubtedly the great industry of the Okanagan district is fruit-growing. A number of years ago a few pioneers were far-sighted enough to perceive the possibilities of the country in this respect, and their efforts have done much to carry things beyond the experimental stage, and to show that British Columbia may hold her own with any portion of the Dominion.

The Similkameen district may roughly be described as stretching from the Hope range of mountains eastward to the divide between Fairview and Camp McKinney, some eight miles, and north from the international boundary line about fifty miles. Within this area are mineral

of splendid loamy soil, admirably adapted for general farming and fruit raising. The apples grown in the valley captured the highest awards at the Spokane fruit fair. Vegetables also yield prolific crops. Of late there has been a tendency to cut up farms into tracts of 20 or 30 acres each, to be devoted to fruit and vegetable raising. The prices for cleared lands near Grand Forks average about \$50 per acre.

Proceeding down the Similkameen river to Keremeos, Hedley City is reached about half-way between. The town is at the mouth of Twenty-Mile creek, which finds its source some five thousand feet higher up the mountain—where the mines are.

What is admitted to be the biggest mine in that district is the Nickel Plate.

notable group is the Sunset, on Copper Mountain. It is owned by a company, of which H. A. Brown, of Grand Forks, was the promoter and heaviest shareholder. Other well-known claims, surrounding this group and having the same general characteristics, are the Copper Farm, Copper Bluff, Copper Cliff, Sunrise and Silkman.

Proceeding down the Similkameen river to Keremeos, Hedley City is reached about half-way between. The town is at the mouth of Twenty-Mile creek, which finds its source some five thousand feet higher up the mountain—where the mines are.

What is admitted to be the biggest mine in that district is the Nickel Plate.

boat service is available to make rail connections. This lake is one of the prettiest of the inland waters, and during the past summer months the capacity of the steamship Aberdeen was sorely taxed to handle the big immigration movement pouring into the lake towns of the Okanagan.

Eastward from Fairview twenty-eight miles is Camp McKinney, also a free-gold quartz camp, but the closing down of the Cariboo put a damper on mining development. Historically it is interesting from the fact that it is the oldest lode camp in the southern portion of the province, having been discovered in 1884. Continuing the journey, the traveler will pass Rock creek, famous for its placer

such comfortable and attractive homes and residences as the inland capital. Kamloops is par excellence a residential city. Broad, clean streets and walks lined with an abundance of graceful shade trees, with velvet well kept lawns set with a glorious coloring of flowers and foliage, mark the many ideal homesteads.

Kamloops possesses an ideal climate, and so attractive is it from that point of view, that the residents have resented the tendency that has arisen to look on it as a health resort, fearing an influx of invalids, undesirable from the effect it might have in deterring settlement of the district by sturdy settlers who will develop the untilled acres.

The great advantage of the climate is its equability and the minimum amount of moisture in the atmosphere.

Nicola, including upper, central and lower Nicola, is a fine pastoral country with extensive valleys of good land for general agriculture. A wagon road some 110 miles in length having its terminus at Spence's Bridge and Kamloops gives access to the Canadian Pacific railway. There are extensive cattle ranges in this district and a large number of beef cattle are produced for the market. On the high lands there are a few farms where water can be obtained. The majority, however, is given over for range purposes. Along the valley followed by the mail road there are many good farms, where all ordinary crops are successfully grown; water is also in abundance for all purposes. Douglas lake is considerably higher than Nicola lake, and, therefore, the principal industry in that section is the rearing of beef cattle and horses. The same may be said of Hamilton creek and Mammette lake. In the lower parts, about Stump lake and Nicola lake and river, grain and root crops are produced. Fruit does well in most places, but it is not cultivated to any extent. The shooting and fishing all through this section is excellent, the lakes and ponds abounding in wild fowl and the streams with trout. The scenery is indescribably beautiful in the vicinity of Nicola lake.

A mineral belt continues from the Similkameen northwest through the Nicola country to Kamloops. There are several mining camps in this section—Aspen Grove, Quichona, Mill Creek, Ten-Mile and Stump Lake—but, as a rule, development is not extensive. Like many other promising mineral regions in the province, it lacks transportation facilities, so there is little present inducement to spend money in developing mining prospects. Aspen Grove was visited by a number of mining men some time ago and a fair amount of work was done in prospecting some of the showings of mineral. A large low-grade copper property in this camp is being developed by men from Terre Haute, Indiana. Ten-Mile Creek also made progress, development on several claims resulting favorably. About Coulson and in the neighborhood of Nicola lake there appear to be some workable seams of coal. Several properties are being prospected with diamond drills.

The valley of the lower Thompson river includes Spence's Bridge, Ashcroft, Lytton and Savona, all of which are on the main C. P. R. line. This district is noted especially for the production of splendid fruit of all kinds.

Savona is at the foot of Kamloops lake, on the Thompson, 22 miles above Ashcroft. The country is open, with some scattered pine trees. The rolling hills afford good pasture, for which purpose it is best adapted. Irrigation is necessary throughout all this region for the production of crops.

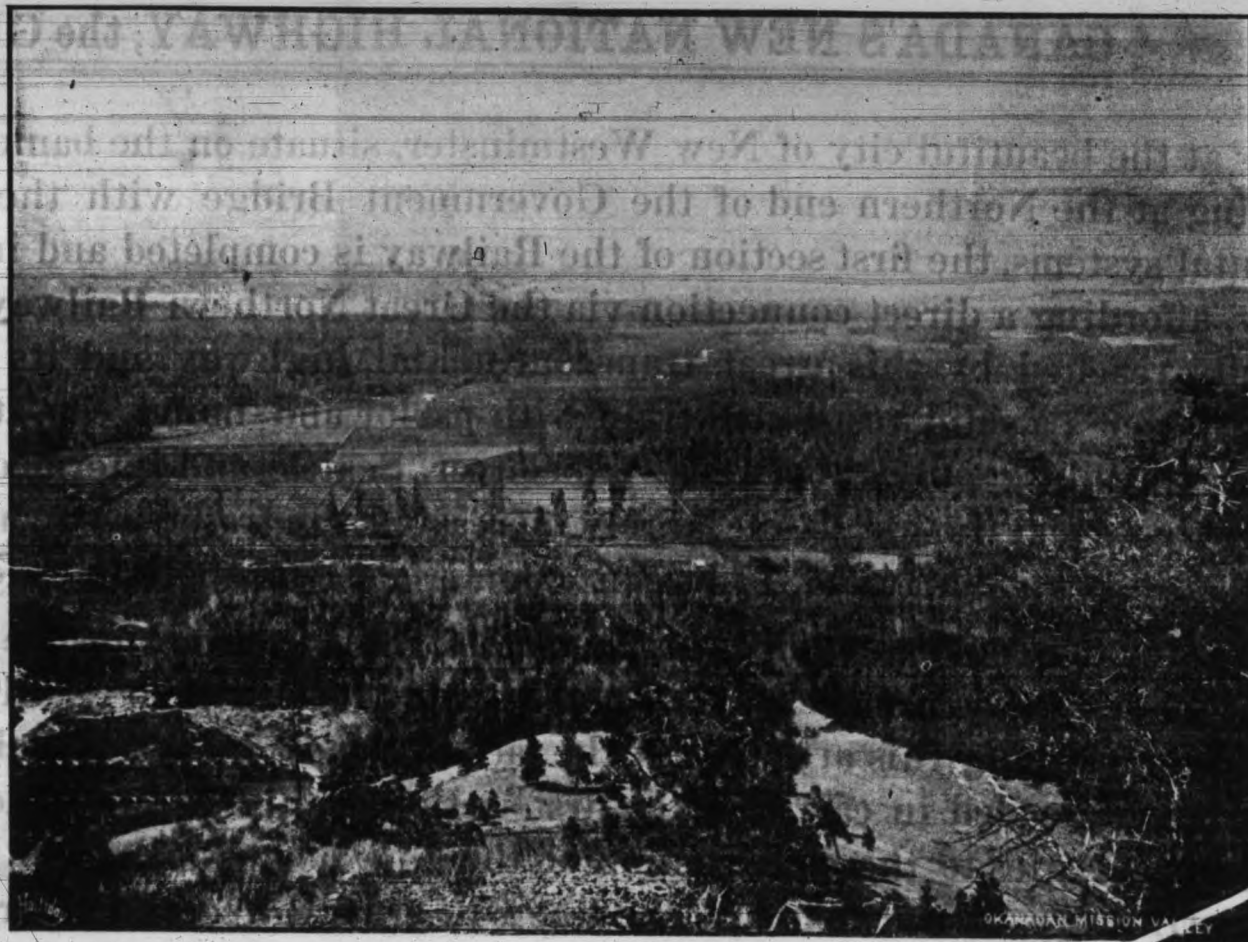
In the Ashcroft division Indians and Chinese recover a large quantity of gold from the Fraser and Thompson river by means of sluices and rockers, but very few white men are similarly occupied here. A dredging company, holding leases covering 35 miles of the Fraser river between Lytton and Lillooet, met with such encouraging results with one dredge that it has built a new dredge of latest improved style. Mineral claims in the Highland valley are attracting notice and considerable development is expected to be done. The largest exposures of ore are stated to be on the Transvaal group, Vanuxemi, of auriferous copper. There are quantities of auriferous malachite ore near the surface. In another direction, about 12 miles east of Ashcroft, some well-defined ledges, with values in gold, silver and copper, are being prospected.

The valley of the upper Fraser extends from Lytton to Alkali lake, and includes, besides the two places mentioned, Lillooet, Penticton, Big Bar creek, Empire valley, Dog creek, Gang creek and Chilcotin.

This part of the country, being off the main Cariboo wagon road, is devoted extensively to stock-raising, as the expense attached to the transportation of general crops is too great to admit of general production. They, however, do well, and the demand is supplied with all kinds of produce.

Parts of this district are famed for its production of placer gold in the early days.

In Chilcotin is included all that section lying on the western side of the Fraser, between Soda creek and Chilcotin river, a distance of about 40 miles, and running back about the same. It is but sparsely settled, the country being principally adapted to stock-raising; in parts, however, good crops of grain and roots are obtained, although the general altitude is unfavorable to grain farming. The average altitude of Chilcotin valley is 2,625; of the plain: 3,411; of the Chilcotin lake: 3,150; of old Chilcotin fort, 3,800, and of the foot of Riel's creek, 2,170 feet; the Fraser being in the neighborhood of 1,400 giving some idea of the climb necessary to attain the level of the plain above. The crossing at Soda creek is effected by a good wire-rope ferry, whence there is an excellent road through Chilcotin proper; another crosses Chinney creek; and is accomplished by boat and swimming; however, the latter route is a great saving of distance for settlers living on Chilcotin river and valley, in reaching the Cariboo wagon road.



FAMOUS MISSION VALLEY, OKANAGAN.

minion in so far as the fruits of her orchards are concerned. And not only on the home markets has this been shown to be the case; in October, 1903, Messrs. Stirling & Penticton, of Kelowna, shipped the first carload of British Columbia apples, consisting of Spys, Baldwins, Ontario, and Canada Reds to the British market. These arrived in Glasgow on November 9th, in splendid condition, and sold at about six shillings per box, while Eastern Canada apples were selling at the same place at about \$1.00 per barrel, figuring three and one-half boxes to the barrel. As a direct outcome of this experimental shipment, numerous inquiries have been received from parties who saw the fruit on the market and heard of the satisfaction it gave, and, sent forward even better results. Not long since a shipment of fruit was sent from the Okanagan valley to Australia, the result being that the agents received a return order for a very large quantity.

A month or two ago a large collection of fruit exhibited under the auspices of the provincial government, at the London, England, Horticultural Society's show, was awarded a gold medal by the society, and called forth an eulogistic article from the London Times. The following figures will give some idea of the growth and present proportions of the industry:

Shipments by freight during the months of August, September and October from the principal points in the Okanagan District, in pounds:

	1903.	1904.	Other
From:	Apples.	Fruit.	Apples.
Armstrong	72,000	.....	70,000
Enderby	78,000	420,000	924,000
Vernon	704,000	250,000	746,000
Kelowna	38,000	12,000	22,000
Other points	.....	.....	12,000
Totals	1,662,000	682,000	1,702,000

In addition to the above, large quantities of peaches, berries, cherries, currants and other soft and perishable fruits were shipped from the Okanagan during the past season by express, and of such fruits the shipments mentioned in the following table are for the most part made up:

	Pounds.
Armstrong	15,573
Enderby	3,300
Kelowna	90,085
Okanagan Landing	15,325
Peachland	70,720
Summerland	70,720
Vernon	85,022
Other points on lake	85,000
Total	445,415

The Boundary country as a mineral producer is referred to in the article on British Columbia's mineral resources. Its total output for the last year was \$4,190,281, an increase of nearly half a million over the aggregate production in 1903. The whole area of this district is about two thousand square miles, extending east and west forty miles and fifty miles north from the international boundary. It has other possibilities than minerals.

Grand Forks is situated in the centre of an extensive valley, the extreme

length of which is not less than 20 miles, and the average width 3½ miles. This represents an area of 45,000 acres, which with the advent of a railway will furnish millions of tons of gold, silver, copper and lead ore, coal, and untold wealth in timber, cattle, horses, fruits and farm products.

The leading town of the district, as also the official centre, is Princeton—known to the early pioneers as Vermilion Forks. Pretty situated at the junction of the Tulameen and Similkameen rivers, it draws the trade of several tributary mining camps, viz., Copper and Kennedy Mountains, Friday Creek and Roche River camps to the south and west, and Upper Tulameen, Granite Creek, Boulder Creek, etc., to the north.

It is at Princeton that the "black diamond" is also found. The coal measures crop out in several places, and south of the town, on the property of the Vermilion Forks Mining & Development Company, seams from six to twenty-two feet have been opened up. What is known as the Holt Syndicate has exploited the measures at depth with the aid of diamond drills with great success. The coal is a lignite, and by fast coking yields a nonchereous coke. It is used locally for domestic purposes and blacksmithing work, and is pronounced by experts to be an excellent steam fuel.

Twelve miles south of Princeton is Copper Mountain, which is the centre of

It is commonly reported to be owned by Standard Oil interests, and has apparently already justified the large sums of money spent (more than \$2,000,000) in securing the group of claims in their development; the installation of a tramway to bring the ore down, and the erection of a forty-stamp mill at Hedley City to treat the product.

The formation at Camp Hedley is stratified, and consists of layers of porphyry, lime and diabase, rising almost perpendicularly and traversing the whole country. This stratification above the mountain slope immediately above the town is most prominent, and plainly visible to the naked eye.

Leaving Hedley City, Fifteen-Mile and Sixteen-Mile creeks are passed, upon both of which are several promising locations, and Keremeos is reached. Two miles north of the town is Ollala, on Keremeos creek. This is a promising supply point for the adjacent mineral belt, some five miles in width north and south—twenty miles in length east and west. The principal properties on which development has at different times been carried on are the Bullion, Flagstaff and Opulence groups, on the east side of the creek, and the Elkhorn and Copper King groups, on the west side.

Around Keremeos are several big ranches and fruit orchards. Frank Richter owns several hundred acres of irrigated land that produces three crops of alfalfa each season. His orchard is one of the sights of this section.

Sixteen miles east of Keremeos the journey is through an open park-like country, crossing a low divide, and Fairview is reached. It is one of the oldest towns in the southern portion of the province, and is the headquarters for the government in the Osoyoos mining division. Low grade free-milling quartz veins, some of big dimensions, are to be seen here. The camp has had many ups and downs, at one time nearly half a dozen stamp-mills being in active operation. In recent years the Fairview Corporation has been the only operating camp. Going north from Fairview, Okanagan lake is reached, and the C. P. R. steam-



LONG LAKE, OKANAGAN.

mines worked in the early sixties, and Greenwood, the metropolis of the Boundary district, is reached in a day's journey.

The climate, too, is splendid; unsurpassed in all that is conducive to health and longevity. The breezes that waft up and down the valleys make the summer heat bearable, while the nights are invariably cool. The winters, too, are usually mild and short, and, as a rule, little snow falls in the lower valleys, so that the herds of cattle and horses run the range practically the year out.

Its waterways and lakes abound with fish, fowl is plentiful along the hillsides and in the thickets, and the rock-ribbed mountains are the stronghold of the big-born, deer, panther, grizzly, black and cinnamon bear, lynx, wolf, etc. For big game one could hardly find a more prolific region. Certain it is that a trip through this wonderful district would be the best ideal of a sportsman's holiday. No wonder it is that the Similkameen has become the El Dorado of the prospector, the rancher, the fruit-grower, the farmer, the hunter and the homeseeker, where patient and intelligent effort will surely be rewarded by success.

The prospects of railways through this territory at last seem to be on the point of realization. A short time ago James J. Hill stated that the construction of the Victoria, Vancouver & Eastern would be pushed forward as quickly as possible in the Northern Similkameen, the ultimate objective being the Coast. Railroad communication has been the crying need.

In the case of the Nickel Plate people, mining machinery and supplies are to be transported over a trail from Penticton at the south of the Okanagan lake. The connection of the great Boundary country with the Coast will make a vast difference in the development of the southern section of the province. The Dominion government has expressed itself willing to lend assistance to such a road as soon as the rival applicants for subsidies come to an understanding, and present a definite, clear-cut proposition. At the present juncture it looks as though Mr. Hill enjoys a decided advantage, being the first to take tangible steps.

Another abundantly endowed locality is the Thompson River valley, which includes Shuswap, Ducks, Grande Prairie, Kamloops, Campbell Creek, Cherry Creek, North Thompson and Tranquille. The valley both sides of the river is extremely fertile, and when intelligently irrigated, will become very productive. Cattle ranching is carried on extensively, while the locality contributes a large variety of excellent fruit to the markets. In the vicinity of Kamloops, too, there is a wealth of minerals, geological authorities having reported that the country north of that place for a hundred miles is highly mineralized. So far the principal source of mining activity has been at Coal Hill, about three miles north of the town. Kamloops, the inland capital, as it is called, is the principal town in the dry belt. It is picturesquely situated along the base of a high plateau that fringes the southern bank of the majestic Thompson river, at the point where its north and south branches join to form the main stream.

Few places in the West can boast of





JOHN HENDRY.

# VANCOUVER, WESTMINSTER AND YUKON RAILWAY COMPANY

A Direct Line Through Northern British Columbia Connecting The Coast Cities With  
**CANADA'S NEW NATIONAL HIGHWAY, the GRAND TRUNK PACIFIC**

Starting at the beautiful city of New Westminster, situate on the bank of the Fraser River and connecting at the Northern end of the Government Bridge with the Great American transcontinental systems, the first section of the Railway is completed and in operation into Vancouver City, affording a direct connection via the Great Northern Railway with Seattle and Eastern points, reached by this great transcontinental highway and its connecting lines. The Seattle "Flyer", a solid vestibuled train with parlor and buffet car attached, is very popular with the travelling public, between Vancouver, Seattle and intermediate points, and since its inception has been the means of largely increasing the traffic between Vancouver and Seattle, the Canadian and American commercial metropolitan cities of the west.

The credit for the construction of this important Railway Line must be given to the indomitable efforts of its energetic president, Mr. John Hendry, who will be readily recognized in the illustration accompanying this article. In the face of almost insurmountable difficulties, President Hendry has succeeded in carrying the first section of this road to a successful issue, and is now bending his energies to the construction of the line northward from Vancouver City. Large survey parties are in the field and the line will cross the second Narrows at the north shore of Burrard Inlet by bridge, and it has been located and the surveys have been completed along the north shore of Burrard Inlet, through the Municipality of North Vancouver. From this point it will proceed through the fertile valleys of the Squamish and Pemberton Meadows to Lillooet, and northward to Quesnel, Fort George and Fort McLeod,

Near Where it is Expected a Connection Will Be Made With The Grand Trunk Pacific Railway. It is confidently anticipated that the mileage from the point of connection of these two roads will be less to Vancouver City than to Port Simpson, the proposed terminus of this second great Canadian highway. From Fort McLeod, the Vancouver, Westminster and Yukon Railway line will run in a north-westerly line to Hazelton, thence northerly via Teslin Lake and Telegraph Creek to Dawson City.

The importance of this great railway highway through the northern portions of the Province of British Columbia cannot be overestimated. Exploratory surveys have shown the feasibility and practicability of the route, the construction of which will open up for development some of the richest districts of the province, making available these vast agricultural areas for settlement and rendering possible the development of the rich mineral and timber wealth of the section of the country through which the Railway will pass.

The company have made application to the provincial and federal governments for assistance to aid them in the extension of their line northward, and it is confidently expected that the importance of the construction of this line to the Province, and the Dominion at large, will ensure the granting of the aid applied for, thus enabling the early construction and completion of the remaining sections of the line, at least to a point where connection will be made with Canada's New National Highway, the Grand Trunk Pacific Railway.



# Condition of Agriculture

Industry Extensively Engaged  
In Throughout the Province—  
Vast Arable Areas



SCE upon a time an eminent Canadian statesman, who is now a prominent figure in the public eye in the Mother Land, described British Columbia as a "sea of mountains." This was during the spirited debates that stirred the Dominion parliament and country at large relative to the Canadian-Pacific railway project. The remark was intended to convey the impression that there was nothing in this vast seaboard province to justify the construction of a railway to it, that it was an immense unproductive domain, conspicuous for nothing but the wild grandeur of its scenery. Many a criticism has been directed at this statesman for the expression just quoted, and doubtless none realizes more than he the grievous misapprehension under which he labored when he employed it.

And yet, while he did not convey a whole truth in consequence of the ignorance of the Great West that he, in common with many other well-known men shared, he delivered himself of a partial one. British Columbia is a "sea of mountains" and its people are immeasurably proud of it; British Columbia is a "sea of minerals," and its populace are proud of that; British Columbia is a sea of all the resources that go to make a country great and prosperous, and not the least of these are its agricultural possibilities. Of its mining and fisheries much is known by the world at large; of its timber wealth investors have but recently begun to display their recognition, and now its attractions for the farming class, the foundation of every country's prosperity, are beginning to rivet the attention of people of all climes.

At the present time there are, perhaps, more inquiries for farm lands in this province than ever before in its history. In a general way the agricultural districts may be referred to as the Fraser valley, Westminster district, in which there are about 350,000 acres of arable land, 150,000 being alluvial deposit. The southeastern portion of Vancouver Island, which is comparatively well settled and contains some excellent land, comprises about 250,000 acres. There is also a fine valley at Comox. In the Okanagan valley there are about 240,000 acres suitable for general agricultural purposes. It is in these three districts that the principal farming settlements of the province are to be found. In addition to them are extensive tracts of open country in the North and South Thompson River valleys, 75,000 acres; in the Nicola, Similkameen and Kettle River valleys, 350,000 acres; in Lillooet and Cariboo, 175,000 acres, and in East and West Kootenays, 125,000 acres, in all of which, though principally pastoral and requiring irrigation, are to be found ranches which produce all crops within the possibilities of the temperate zone—cereals, fruits and vegetables.

Millions of Acres.  
Then there are the outlying areas, still more extensive, though more remote, awaiting settlement. These are to be

hundred acres is sufficient in British Columbia for the average farmer.

What the Railroad Did For Farming.

Farming in British Columbia was, until recently, in a rather primitive condition. It suffered from lack of communication, and in the absence of a market there was very little incentive to it. In most instances it was not the farmers who took up and settled the land, and consequently farming was not systematically undertaken. Numerous people who came to the coast with no definite object in view, in the absence of any other occupation on which to expend their energies, took up land and sat down upon it, waiting for some prospective development to make it valuable. Under these circumstances a general condition of farming along tentative lines came about. A few applied themselves intelligently and industriously to the task and locally showed the wider possibilities. In the more favorable localities, by the growing of hay, fruits, etc., many were enabled owing to local demand to live comfortably, and even become prosperous without excessive exertion.

But the coming of railways and competition from the outside altered conditions, although following the usual boom there fell a period of depression which injuriously affected the farming conditions of the province. Fortunately prosperous times returned to Canada and the United States, and agriculture in British Columbia began to make rapid strides. The fact is appreciated that farming requires the same careful attention and application as any other business. Throughout the interior the settlers are largely engaged in cattle raising, which is the easiest and readiest means of utilizing the land. The market for beef in the coast cities has always been a good one, and cattle can be driven long distances to points of shipment. It being necessary under these circumstances to have plenty of pasture, farms were, as a consequence, taken up on a large scale, usually with a view of utilizing the ranges on the side hills, covered with bunch grass. The favorite location is river bottom or valley, which, once secured, commanded the hillsides and commons, and even these, if not leased or purchased, were often deliberately fenced in and occupied. In this way the pastoral and agricultural lands have been secured in large allotments, and the settlers are far apart, unfortunately, surrounding the question of further settlement with peculiar difficulties. In the Okanagan valleys, however, many of the landholders are cutting up their holdings, seeing the land, under changed conditions, of endeavoring to retain unproductive property, and the wisdom of parting with portions to others who will improve them and add value to what remains in their own hands. There is generally a growing inclination in a similar direction among landholders in British Columbia. There are several districts in the province in which this is particularly true.

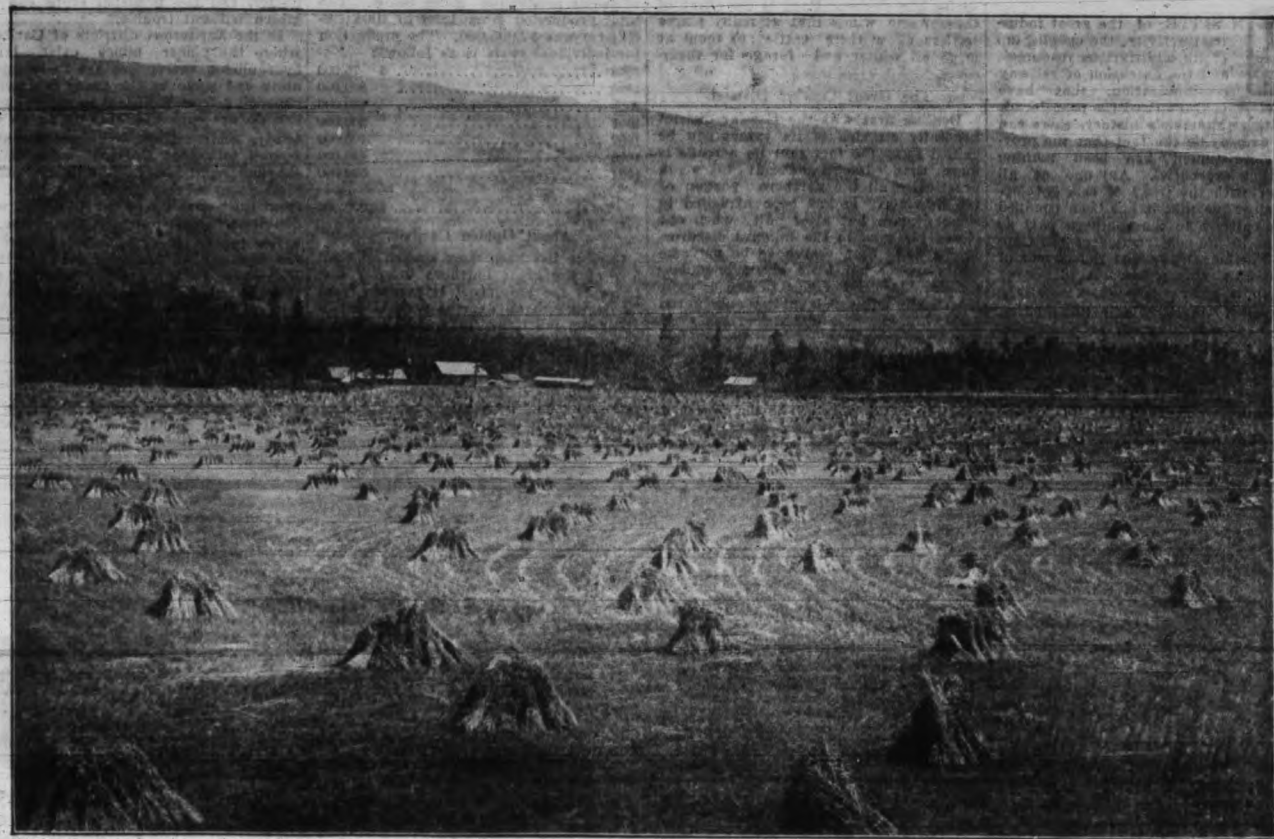
Fine Climate For Agriculture.  
Climate is, of course, a factor which

suits can be obtained anywhere.

Divided Into Two Sections.

For the sake of convenience, in dealing with the agricultural possibilities of the province, it is well to divide it into two sections, the coast and interior. Taking the coast first, perhaps it is only right to point out that here, owing to the character of the climate, there are crops which do not come up to expectations, and as a general rule do not pay to raise. According to information gleaned from the general information bureau of the provincial government wheat, though yielding heavily and producing a fine-looking kernel, is too soft for milling purposes; and in limited quantities is mainly valuable for feeding chickens. Fruit, vegetables, grapes, peaches, nectarines, almonds, tomatoes, watermelons and the like, do well in favored localities, but in unsuitable districts will not mature properly. Apples, which are perhaps indigenous to more rigorous climates, do fairly well, and generally speaking succeed on the coast; but their success is subject to exceptions which materially modify the experience of growers in Ontario. In color and size, apples of all varieties excel in British Columbia. The number of varieties, however, that reach the highest point of development is limited. In fact, the apples that have been developed on the eastern side of America, as distinctly American, do not as a rule succeed the best on this coast. Experience has shown that Old Country and continental varieties, some of them hundreds of years old, are better adapted to this climate. Most of these were tried and succeeded admirably; and this fact is in accordance with well established laws of development. While the general principles underlying the science of horticulture obtain, the experience of fruit-growers in Ontario in matters of detail does not apply in British Columbia, and many of their methods and theories in practice demand revision. It may also be added that in this province trees bear quickly and wood rapidly, and in this exists the greatest drawback. Young orchards, if not carefully watched, over-fruit and exhaust themselves before maturity is reached.

In the interior of the province, which is regarded as the dry belt, the Pacific ocean still exercises its beneficent influence, but the atmosphere is stripped of its excessive moisture by the intervening mountains. In summer there are greater heat and more sunshine, and in winter a higher degree of cold, with drier and clearer atmosphere. With good soil and facilities for irrigation where it is necessary, the conditions for production are unsurpassed. In fact there are no limits to what may be grown. In this region are found all that the coast produces, and these other crops for which the seaward environment is unfavorable. Wheat ripens and milks well, and in many places peaches, grapes, watermelons and tomatoes mature fully, and are prolific in yield and excellent in quality. The best localities for these are in Southern Okanagan, Similkameen and in some portions



SPLENDID FIELD IN OKANAGAN.

suits. The selection of proper varieties in due proportion, the preparation of the soil, the husbanding of the trees afterwards, the picking and what is equally important—the marketing of the fruit, are all features of the industry requiring attention, and each is essential to ultimate success. Speaking of the fruit-growing industry in British Columbia, Mr. Palmer, head of the government information bureau, says:

"Reviewing the condition of the fruit-growing interests of the province, it may be stated that the commercial stage of fruit-growing and marketing has now fairly been attained, and from this time forward development should progress on safe lines, in harmony with the known capabilities of the different districts concerned."

Special Products.  
In regard to special products, tobacco does well. It has been tried in the Okanagan district with success, and an official report on the quality of the leaf grown

ince, as there is of climate, and any even a limited area of land, is apt to exhibit many variations. This diversity is, of course, due to the action of water and glaciers and a series of physical disturbances, the conspicuous evidences of the force of which is seen in the entire Cordilleran region, and the explanation is found in the study of its geology. The most prevalent and what may be regarded as the characteristic soil of the coast, is a brownish sandy and gravelly loam with gravelly sub-soil. This frequently gives place to clay-loam, clay, coarse gravel and granitic wash.

Irrigation One of the Problems.

Irrigation in the interior is one of the problems to be dealt with. In many places the facilities are excellent, and in many individual instances have been successful, though, particularly for fruit, care is necessary as to the time for irrigation and the quantity of water to be brought on the land. For considerable areas, however, there are not only engineering but other difficulties in the way of inaugurating a comprehensive scheme. In some cases the question of water rights is involved; in others, the height of the land above the water level or distance from a source of supply, places the accomplishment out of reach of individual enterprise, while the large allotments of lands and the distance between settlers render co-operative efforts unavailing even if the inclination existed, which in too many cases is absent. The remedy seems to be in the subdivision of lands into smaller holdings, and the union of effort on the basis of the betterment system. This condition of affairs is, in fact, being remedied. In the Okanagan and Kamloops districts large companies have purchased large holdings of land and dividing them up for settlement. In such demand, indeed, is this land when subdivided that settlers from the Northwest are paying as high as \$100 an acre, the company providing facilities of irrigation. Large ranches under present conditions are necessary for stock-raising, but with small holdings, cultivated and irrigated, so as to render winter feeding with ensilage or stored hay practicable, and, if necessary, ranging in common, an increased beef supply and generally better results would follow. More settlers with fewer stock ranches would be infinitely better for the province than few settlers and large bands of cattle, as at present.

Conditions are altering in this respect, and very much for the better. One of the factors in the improvement of conditions is the growing of alfalfa, now becoming more or less general where formerly wild meadow land was relied upon for hay, which was used only to a very small extent. Now alfalfa, of which three crops are cut, producing from five to ten tons to the acre per season, is being largely grown upon lands that can be irrigated. The effect of this upon the economic conditions in the interior is very great, and in time will completely alter the old state of affairs.

The Westward Rush.

This one important fact stands out as the controlling factor in the situation—and that is that the rush to the West for land, and the increasing number of inquiries that are received from all parts of this continent and from Great Britain, reflect the world-wide want for homes. The climate and soil of British Columbia, added to its many natural attractions as a place of residence, as inducements to settlers are becoming widely known and understood. It is significant that very many of the inquiries come from Manitoba and the Northwest, where there are millions of acres of free land, or cheap lands, of the most fertile character. As a matter of fact, the present increase of farming population in British Columbia has largely percolated through that country, and in the Okanagan from \$50 to \$100 per acre for land is being paid by them. Such settlers represent a class who have sold out in the Northwest to new comers and sought a milder climate to spend the remainder of their days. They are per-

sons, many of them, who have, in Ontario and other parts of Canada, had previous experience in fruit-growing and other branches of agriculture for which this province is particularly well adapted.

About Live Stock.

Dealing with live stock, a glance at the government data will show that the province is forging rapidly to the fore. Owing to the efforts of the Dairymen's Association large numbers of thoroughbred stock have been imported from the East and distributed throughout the grazing districts. The raising of horses in the interior has in the past been carried on to an extreme, and of the large bands many have become wild, and constituted one of the greatest nuisances there are in the way of animal pests. Horses of that class, owing to their rapid multiplication on the ranges, were a drag on the market. An effort has been made to rid the ranges of such stock, a market having been found in the Northwest and Eastern Canada for a limited number.

Sheep Raising.

In many instances the fact that sheep are not raised, or only to a limited extent, in the interior, is not an evidence of unsuitability of the country for such industry. On the contrary, the country is generally well suited for sheep raising; but several important considerations must be taken into account. In the first place, from the fact that there are no woolen factories in the province, there is no local market for wool—in fact, no market at all—and there is, therefore, a large factor of waste. In the second place, throughout the southern interior the coyotes are very destructive, and it has been found extremely difficult to rid the country of this pest. And what is very important, too, in this connection, where cattle range cattlemen have very strong objections to sheep running; and as cattle are much the more profitable, sheep are excluded. When woolen mills are in operation, particularly as the price of wool is always good and the quality of our wool is the best, undoubtedly measures will be devised to overcome these disabilities. It may be stated here parenthetically that there seems to be a favorable opportunity for undertaking the manufacture of woolen goods in this province. There is a large market for woolen fabrics of all kinds, especially blankets, and by the importation of cheap Australian wools it would be possible to utilize the native product by mixing the two. On the coast of the Mainland, the lowlands, on account of the heavy rainfall in the winter season, are wet and develop foot-rot; and the higher grounds are too heavily wooded to afford suitable runs for sheep until more clearing is done. The islands between the Island of Vancouver and the Mainland are best adapted for the industry, but even here the industry is not carried on to the extent which is possible, as both on the islands and the southern part of the Island of Vancouver the flocks are subject to the depredations of wild beasts, although the trouble is yearly growing less. With a market for wool, increased attention would be paid to the industry. Sheep for market are principally supplied from the Northwest and Oregon. Of the number slaughtered at the coast only 400 came from the interior. The local supply is not nearly, and probably never will be equal to the demand, although there is room for tremendous development on the islands of the coast.

Pigs in small farming are probably the most promising of live stock; and owing to the general demand for pork, bacon and hams, and the high average prices of these products, much attention has been paid to the raising of hogs during the past few years, and an increasing degree of system is being imported into their production. Formerly—in fact, not longer than a few years ago—notwithstanding the opportunities afforded in these lines, the industry was prosecuted indifferently, and practically without system. Now, the supply has greatly increased, and the industry is almost on the verge of a

condition to justify the establishment of packing houses.

Profitable Crops.

The most profitable crops to raise for hogs are clover and peas—the former as feed for growing hogs, and the latter for fattening purposes. The best market in British Columbia is for hogs weighing from 125 to 150 lbs., fat enough for the butcher. There is a constant demand for hogs of this class. The object of the grower should be to have a uniform supply of the character referred to, at all times of the year, rather than to have the majority of the hogs ready for market in the fall months only. The breeds which mature early are the best for this particular trade, such as the Berkshire and Poland-China. The most profitable branch of the industry is growing for the butcher rather than for packing purposes, for the reason that at no time have we a sufficient number of hogs available to run a first class packing establishment, but a steady demand for fresh pork can be relied upon in the food market. The matter of packing houses is far in the future, for the very good reason that the consumption of fresh pork is greater than the production, and is likely to continue so. The pork industry has never been so pursued on Vancouver Island, being confined almost entirely to the Mainland, on account of the difference in fodder crops, there being a better supply of clover and grain on the latter.

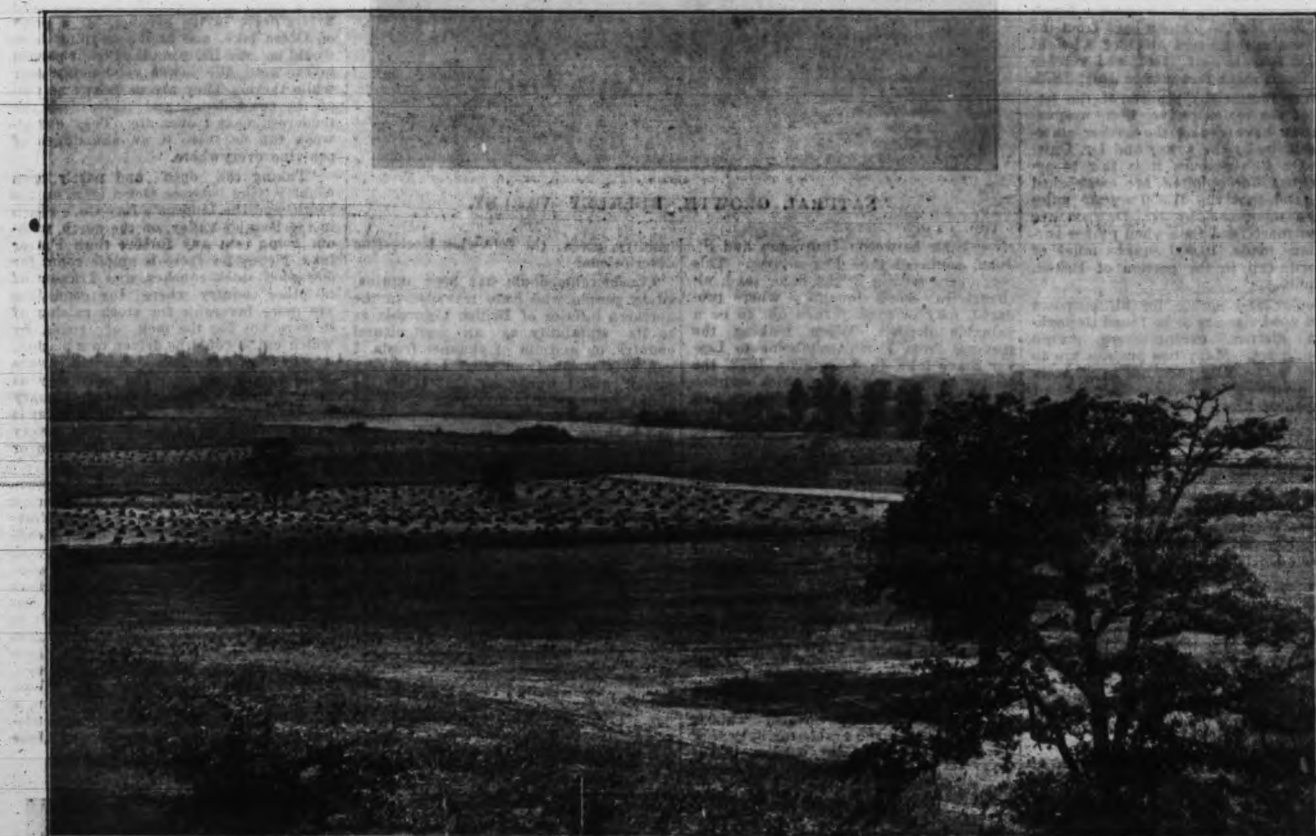
Of recent years dairying has rapidly come to the front. A large number of creameries are operating successfully in the various districts, while the class of the industry being scientifically carried on, has aroused an interest in agriculture to a marked extent. There is no question that British Columbia possesses every element necessary to make it a great dairying province, the products of which should include cheese and condensed milk. Following are the returns of all the creameries in the province for the year 1904:

	Paid to Ave.
	No. lbs. Patrons. Price.
Abbotsford .....	6,000 \$ 1,140 00 27
Chilliwack .....	177,245 35,334 00 17
Comox .....	51,305 10,261 00 20
Courtenay .....	17,069 3,413 00 27
Cowichan Creamery .....	126,622 32,322 38 2651
Delta Creamery .....	94,000 22,730 44 2465
Eden Bank .....	148,489 33,371 56 2248
Nanaimo .....	38,154 10,927 00 2863
New Westminster .....	209,287 45,029 07 2750
Okanagan .....	22,141 4,580 82 2870
Salt Spring Island .....	37,812 7,697 70 26
Sumas .....	20,832 5,708 75 285
Surry .....	8,670 1,863 11 2722
Victoria .....	154,051 38,094 46 2850
Total number of pounds, 1904.....	1,112,276
Total number of pounds, 1903.....	958,545

Poultry raising is being prosecuted on a pretty extensive scale in the province, especially in the coast districts, and fair profits are yielded.

To Encourage Agriculture.

For the promotion and encouragement of the agricultural industry in the province a large number of agricultural associations and farmers' institutes have been organized. Under the auspices of the former fairs are held in the fall, and these are always fraught with the most gratifying results. Frequently experts are sent to the province by the Dominion department of agriculture for the purpose of advising on the different phases of the industry. In addition to these organizations there are the Dairymen's Vancouver Island Flockmasters', Victoria Poultry and Pet Stock, Vancouver Poultry and Pet Stock, Nanaimo Poultry and Pet Stock and British Columbia Fruit Growers' Associations, all of which have contributed materially to the solid condition of the farming industry, an industry which, according to the Dominion census returns of 1901, represents an investment of more than forty millions of dollars.



FARM NEAR VICTORIA.

found in Canoe River valley, opening the way to the northern interior from Kootenay; in the Chilcotin country, including the Nechace and Blackwater valleys; in the Bulkley and Klappan valleys; in the Ootsa Lake and Peace River countries; on the northern end of Vancouver Island, and on the islands and coast of the Mainland, which with improved facilities of communication will furnish homes for thousands of settlers. These areas aggregate about 6,500,000 acres. But to render them productive railway connection is necessary, because otherwise it is practically impossible for their exploiters to gain access to the markets. Although suitable land in the already settled districts has been all taken up by private parties, farms partially improved or in favorable localities may be obtained from ten to one hundred dollars an acre, according to situation and character. In this connection it may be remarked that a small farm ranging from forty to one

always affects the agricultural conditions of any country. There are several distinct climatic zones in the province, and the treatment of agriculture must be divided on corresponding lines. On the coast, where the direct effect of the ocean is felt, there are: A decidedly humid atmosphere, a good deal of rain during the winter months, no extremes of heat and cold, a long growing season, cool nights and profuse vegetation. It is scarcely necessary to explain the general effect of such conditions—free growth is generally greatly stimulated; roots and vegetables flourish; the softer grains, such as oats and barley, yield largely and grow to great perfection; grasses are abundant; fruit, such as pears, cherries and plums and all small fruits, are practically indigenous to the soil, and yield enormously; flowers, especially roses and all the good old-fashioned varieties, are profuse bloomers; and shrubbery is dense; it is a country of great growth, and where fertile soil deposits exist, no better re-

sults can be obtained anywhere.

Fruit Growing.

The fruit growing possibilities of the province are dealt with more fully in another article, but it would not be out of place to make a passing reference here. Many orchards have been planted out and are bearing; some of them quite old; but the care—or, rather, lack of care—exercised in their cultivation, and the promiscuous character of the fruit trees, purchased without knowledge of local requirements from unscrupulous agents of foreign nursery stock, afford but little indication of what would have been possible under ordinary skillful management. Strangers to this province, who have for a long time heard of its fruit-growing capabilities, would undoubtedly be surprised that more has not been accomplished under conditions so favorable; but the truth is that the industry began wrong, and has practically had to be re-created in order to obtain desired re-

sults. The selection of proper varieties in due proportion, the preparation of the soil, the husbanding of the trees afterwards, the picking and what is equally important—the marketing of the fruit, are all features of the industry requiring attention, and each is essential to ultimate success. Speaking of the fruit-growing industry in British Columbia, Mr. Palmer, head of the government information bureau, says:

There is a diversity of soils in the province, as there is of climate, and any even a limited area of land, is apt to exhibit many variations. This diversity is, of course, due to the action of water and glaciers and a series of physical disturbances, the conspicuous evidences of the force of which is seen in the entire Cordilleran region, and the explanation is found in the study of its geology. The most prevalent and what may be regarded as the characteristic soil of the coast, is a brownish sandy and gravelly loam with gravelly sub-soil. This frequently gives place to clay-loam, clay, coarse gravel and granitic wash.



# Northern Areas of B. C.

Extensive Districts Containing Natural Wealth of Infinite Variety Waiting for Era of Development to Dawn—What Will Happen When Railroads Come

**I**N SPITE of the great industrial activity, the opening up of its multifarious resources, and the extension of railway communication, that have characterized the past decade of British Columbia's history, there can be no gainsaying the fact that the province's development has been nothing more than superficial. Any one at all familiar with the trend of this development must see that it has been confined almost entirely to the southern part as a sequel to the construction of the Canadian Pacific railway and the advent of its auxiliary enterprises. A glance at the map is sufficient to show this; the absence of marks indicating cities, towns and mining camps in itself describing a vast expanse of territory as practically an unknown land. In the northern division of the province there are potentialities equal, if not superior, to the southern region, but its opportunities have amounted to little more than nothing. It is starving for lack of

spring-like degree. Such is the effect of these warm winds that at many places settlers allow their cattle to roam at large all winter and forage for themselves.

**The Great Cassiar District.**

Dealing first with the Cassiar district generally an idea of its extent can be gained from the fact that its acreage is more than 165,000,000. It takes in practically all the northern portion of the province. It has been exploited to some degree, but after all when one closes his eyes to the mineral discoveries he finds that, search as he may, he can discover but little about boundless Cassiar. Its yield of gold to date is more than eight millions, a pretty substantial total, but not of any considerable magnitude in comparison with the production in the Yukon country.

The Atlin mining division, which is part of the great Cassiar district, occupies the extreme north of the province. Its length is about sixty miles, and its width is thirty. The country is mountainous with many peaks above the snow-line, but there are tracts of land well suited for agriculture, as experiments have fully proved. Excellent fish is obtainable from the lake, some of the trout weighing as much as twenty-three pounds. Russian influence did not extend as far inland as Atlin. Indeed the district seems to have been quite uninhabited prior to the coming of the prospector, for the few Tagish Indians who are now there arrived within the past few years. But old and rotten stumps have been found which indicate that the region was visited in the early days by men who probably drifted north from Cariboo and Cassiar diggings. In 1808 Fritz Miller, guided by a sketch map in his possession which he received from his brother, crossed Atlin lake, proceeded to Pine creek and staked discovery claim. This discovery soon became known, and a stampede followed. Before winter all the principal creeks were staked, and in the spring there was a tented community with a population of five thousand people on Atlin town-

of yearly production given below. The total production from 1808 to 1904 (inclusive) was \$2,995,000. The production for individual years is as follows:

1808	\$ 75,000
1809	800,000
1890	450,000
1901	300,000
1902	400,000
1903	440,000
1904	530,000
<b>Total</b>	<b>\$2,995,000</b>

**About Golden Cariboo.**

Cariboo has been more spoken of than any of the great northern interior districts of the province. It extends from 52 degrees to 60 degrees north latitude and from the 120th to the 126th degrees of west longitude, containing in the aggregate 96,350,000 acres. It was in this district, drained by the tributaries of the Fraser in the vicinity of Barkerville, that the great gold excitement of the early days occurred, and it is estimated that out of these creeks about fifty million

of the principal crops can be grown without trouble.

In the auriferous districts of Cariboo, where the placer mines exist, large hydraulic enterprises are now operating and some half a dozen companies expending from \$250,000 to several million dollars each are working on an extensive scale. These will very probably restore to golden Cariboo some of its old-time prosperity. Railway communication either from the coast or from the main line of the C. P. R. will doubtless be established in the course of a few years. In the Cariboo district in the vicinity of Alexandria, 150-Mile House, Soda Creek and the mouth of the Quesnel river, there are a number of fine ranches producing grain, vegetables and cattle. In the northeastern corner is the famed Peace River country, of which Professor Macoun has written:

**The Peace River Country.**

"It is difficult to define the limits of that part of the Peace River district lying within British Columbia, as com-

Yukon district, and remembering what I have seen on Peace river, the Nechaco, Lake Babine and the reports from the Skeena and Stikine, I am led to believe that the day of a general awakening has come, and we can now say that Northern British Columbia will, in the future, support a very large population on its own productions. Throughout the whole region, including the Yukon district, fodder for horses and cattle in any quantity can be grown. At Dawson, clover and timothy were found last season to do remarkably well. Oats, barley and wheat so far matured that, after drying, the ears looked ripe. Last month I sent three cars of wheat grown at Dawson, in latitude 64 degrees 15 minutes, to the Experimental farm in this city, to have it tested. The report received the other day was 100 grains planted, 100 grains sprouted, and 100 grains were vigorous, and no weak plants were produced. Such a report as the above shows that all lands suitable to grow wheat in the Peace river region, Northern British Columbia and the Yukon district, have climatic conditions suitable for the growth of all necessities in a civilized community.

"The whole district, as said above, is an almost level plateau, with a slight dip to the valleys of the Peace and Smoky rivers. Owing to the depth of these valleys and the absence of rock, the conditions for drainage are perfect, and all boggy places and wet or damp tracts will be easily drained. As will be seen by consulting a map, the finest tract lies between the Smoky river and the Peace, and here the earliest settlements will likely take place. The shelter afforded by these river valleys, with others that traverse the plateau, will be at once taken advantage of for the protection of stock and the nearness of water.

"The timber trees of the district are few but valuable. Aspen, poplar and white spruce are the prevailing trees, though cottonwood and black spruce are abundant in the river valleys, especially on islands. On the islands the latter tree grows to a great size and height, and it was not uncommon to see trees five feet and more in diameter on islands above and below St. John.

"It is more than likely that large coal deposits exist under much, if not all, of the district. In the autumn of 1872 the writer found a small seam of coal in a



OAT FIELD, LA CROIX RANCH, BULKLEY VALLEY.

have described to be rich in many resources, affording splendid opportunities for the farmer and miner alike. The great difficulty in the way of the settlement of this country is its inaccessibility, and the provincial government has dispatched several parties along the coast to ascertain the most feasible route for a wagon road. There is one from Hazelton, on the Skeena, but it hardly seems to answer the purpose. Extensive coal measures have been uncovered in the Bulkley valley, and it was but recently that a company owning some promising black diamond fields disposed of its holdings to an organization in which the officials of the Grand Trunk Pacific Company are largely interested. Copper has also been found in this locality, and enterprises are on foot at the time of writing for mining operations on a large scale.

South of the Bulkley valley region is another fine expanse of country known as the Ootsa lake locality. Of this land J. W. McIntosh, of Vancouver, who was commissioned by the government to try to locate a good route to the interior

away whatever snow there may be on the slopes facing the west and south. The Indians have quite a number of horses in that country, which are allowed to roam at will and make their own living in winter, without being fed by anyone.

"On the slopes of the hills facing the south and west, where the snow never covers the grass, I think a limited number of cattle could also find sufficient feed in the winter time. The Indians say that it is not nearly as good a winter time in the Ootsa and Cheshiata Lake country as it is around Fraser lake or in the Bulkley valley. The eastern half of Francis lake does not freeze over, and some of the rivers also remain open, so the Indians informed us. This can only be accounted for by the proximity of that portion of the country to the salt water at Kitlobo Inlet, which extends well in through the coast range, and a low pass at its head permitting the warm breezes from the Pacific to enter the country and temper the climate. According to the Indians, snow is all gone by the middle of the month of February and rain during the winter months is unknown. The soil is very productive over a considerable portion of the country between Ootsa and Francis lakes, as well as in the Bulkley valley, potatoes and other vegetables, where planted, giving a large yield and of a superior quality. I can see no reason why wheat, if sown, should not do well, as the soil and summer climate is very similar to that of the Northwest.

"The whole country affords excellent opportunities for the sportsman, game being plentiful and the fishing the best in the world. The lakes are filled with trout and char, and a species of whitefish, but not the same as the whitefish of Manitoba. I have seen the Indians set a small net about 60 feet long and 3 feet deep, in the evening, off a point on Ootsa lake, and in the morning there would be over 150 pounds of trout caught in the net. We saw a good many deer while there. They are as heavy as two of the coast deer, and their flesh the tenderest meat I ever ate. They are always fat, as there is an abundance of pea-vine everywhere.

"Taking the open and partly open country lying between Ootsa lake, on the south, and the Hudson's Bay Co.'s ranch in the Bulkley valley, on the north, without going east any further than Fraser lake, I consider there is ample room for 500 good stock ranches, and I know of no other country where the conditions are more favorable for stock raising, if it were not for the lack of roads, by which cattle could be driven to a market, and by which provisions and implements could be brought in. The only way at present to bring implements necessary for hay-making, etc., into the country is to pack them on horseback over a very poor pack trail, either from Hazelton or Bella Coola.

The northern coast line of the province is fairly well settled at different points, especially on the Skeena, Portland Inlet, Rivers Inlet and other localities, which are brought into touch with the centres of provincial trade by steamboat connection. Port Simpson promises to become a place of considerable importance when the country behind it is opened up. Hazelton and Port Essington on the Skeena also have within them the promise of commercial prominence. The canning industry on the Naas, Skeena and Rivers Inlet has done a great deal to promote and sustain settlement, quite a large number of these establishments being operated there.

NATURAL GROWTH, BULKLEY VALLEY.

river bank between Dunvegan and St. John, south of the Peace river. This coal burnt with a bright flame, and, although in small quantity where procured, may eventually turn out to be a valuable deposit. When making the traverse from Port Assiniboine to Lesser Slave lake, in September, 1872, the writer came upon a river which empties very likely into Smoky river, which had great blocks of coal in its bed and evidently belonged to a very large seam."

**The Coast District.**

Then there is the great domain of the western slope, which can generally be considered as in the coast district. An explorer who investigated this country, devoting his attention to the valleys of the Kitlo, Kemano, Kitimat, Skeena and Naas, said that there were in those localities large areas of good land heavily timbered, which could be utilized for agricultural purposes. The valley of the Skeena, the benches near Hazelton, the valley of the Kispis, the upper branches of the Watsonkwa and other parts would give 300,000 acres of farming land more or less wooded. This is but a sample of the arable territory that has been found in many portions of the great interior, and adequate transportation facilities are the keys that will open them to the world. And these seem to be within measurable distance of realization. The Grand Trunk Pacific railway will cross this northern interior and make its terminus somewhere between Port Simpson and Gardner canal. It will have branch lines, feeders, tapping the districts on the south, until there will be a network of transportation lines connecting the great south with the great north of the province. This big corporation has already secured the charter of a company which had projected a railroad from Kitimat to Hazelton, and within a few years there will be a general awakening throughout that country. As to the mineral wealth of the coast district gold has been found on the Skeena and several small streams which empty into the Naas. Copper has been uncovered on the Kemano, while galena bearing silver is known to exist on tributaries of the Naas. Lignite, coal, hematite, mica and clinchbar are known to exist on the various rivers and the creeks on this slope.

**The Bulkley Valley.**

About sixty miles inland from Hazelton on the Skeena is situated what is known as the Bulkley Valley country, which exploring parties and prospectors



STACKING HAY, BULKLEY VALLEY.



VIEW OF PORT SIMPSON.

that vital requisite, colonization, which means railways, population and development, and when this has at last been secured the world will find that a veritable empire has sprung into existence, a storehouse which will pour out upon the markets of the globe the choicest products. Everybody remembers the stupendous activity that followed the discovery of gold in the great Klondike country less than ten years ago, the marvellous rapidity with which little centres of trade and mining camps sprang into existence, and the marked attention the district attracted through out the world. This expansive treasure region, it is true, belongs to another section of the Dominion of Canada, but much more is known of it than of the large territory within this province, which might contain the potentialities of a dozen Klondikes. While there was a direct return of profit—immense profit—in the Yukon country as a result of the miner's enterprise and pluck, this is but one phase and perhaps a minor phase of the sum total. Transportation companies

tainous with many peaks above the snow-line, but there are tracts of land well suited for agriculture, as experiments have fully proved. Excellent fish is obtainable from the lake, some of the trout weighing as much as twenty-three pounds. Russian influence did not extend as far inland as Atlin. Indeed the district seems to have been quite uninhabited prior to the coming of the prospector, for the few Tagish Indians who are now there arrived within the past few years. But old and rotten stumps have been found which indicate that the region was visited in the early days by men who probably drifted north from Cariboo and Cassiar diggings. In 1808 Fritz Miller, guided by a sketch map in his possession which he received from his brother, crossed Atlin lake, proceeded to Pine creek and staked discovery claim. This discovery soon became known, and a stampede followed. Before winter all the principal creeks were staked, and in the spring there was a tented community with a population of five thousand people on Atlin town-

dollars' worth of gold has been taken. The northern half of the district has been imperfectly explored, and the information concerning it is limited. The central portion was a rich fur preserve of the Hudson's Bay Company in early days. The Omineca gold mining district lies in the western portion. Near the centre lie the large pastoral and agricultural districts of the Nechaco valley, which is one of the most favorably endowed in soil and climate in British Columbia, offering a variety of advantages.

For stock-raising, the valleys of the Endako and Bulkley rivers have more advantages than the Nechaco proper; but this last, with its level plains, rich white silts, where a stone cannot be found, certainly offers the greatest inducements to farmers when the district shall have been opened up by communication. The first explorations of the valleys resulted in an estimate of 1,000 square miles of land fit for cultivation, but subsequent investigation has proved that more than that amount of available

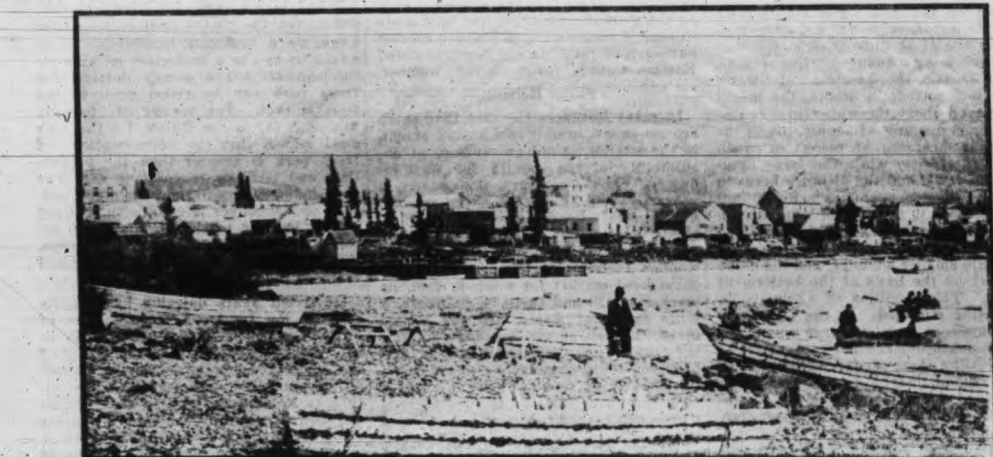
paratively little has been done to fix these, owing to the absence of surveys. Generally stated, however, the eastern boundary of British Columbia follows the summit of the Rocky mountains to latitude 54 degrees. At this point it passes due north on the 120th meridian to the 60th parallel, and thence westward to the Pacific. That part which lies east of the Rocky mountains is what is usually known as the Peace River country, and includes a great agricultural region both north and south of the river. In making a sketch of this region, it is not desirable to limit its extent to that part immediately within British Columbia, as no definite points have been fixed. On this account I reproduce that part of Dr. G. M. Dawson's report of 1873, which deals with the extent and capabilities of the district in question.

"From 5,000 to 10,000 square miles of the above area is included in British Columbia, and both at Hudson Hope and St. John the climatic conditions are favorable where the land is suited for agriculture. The country between Dunvegan and St. John, south of the Peace river, is largely prairie and poplar cover and everywhere the soil is good. North of St. John, on the plateau back from the river, common grasses attained a height of from four to six feet, and vetches were found eight feet late in July, 1875.

"Since then many reports of the fertility of the region have been written, but none have denied the earlier statements made by the writer and Dr. Dawson. On this account it is fair to assume that our opinions are established facts, and that the 31,550 square miles of area mentioned by Dr. Dawson are not too much, and that when proper surveys are made, 10,000 square miles of this will fall to the portion of British Columbia.

"Poplar and spruce for all purposes and of good size are to be found throughout the district, except where prairie predominates. Many fine prairies are to be seen in the drier part, but in all cases these prairies seem to have been caused by repeated fires. The 'Grande Prairie,' which is said to be of great extent, is eminently suited for agriculture, as it is meadow and copse, and in places covered with berry-bearing bushes, chiefly saskatoon berries. It is now well-known that spring opens about the same time between Winnipeg and Peace river, and if either is earlier it is the Peace river. Summer frosts are practically unknown, but local late spring and early fall frosts may be expected for years to come. These will soon pass away as cultivation increases, in the same way as they have done in Manitoba and the Territories. At present farming is being carried on at the head of Lesser Slave lake and on the plateau near the mouth of Smoky river. From both places I have seen fine samples of wheat grown during the past season.

"After having seen the growth of vegetables and cereals at Dawson, in the



TOWN OF ATLIN.

has begun operations by sea and land on an extensive scale and then followed the trade route with his wares. Many a business house found in commercial enterprise in that country a gold mine that rested not in the bosom of mother earth, and as more areas become settled, the extent of their operations will proportionately increase. The history of the Klondike will be repeated when the vast region between Francois lake and Chilkoot becomes developed, when the mineral resources and the agricultural possibilities of the Bulkley and Telkwa countries are opened up.

As of the Klondike, Bullion and Alek everybody has heard and read of the Atlin and Cariboo districts because of their output of golden wealth. But were it not for the mineral discoveries there they might still belong to the class of the terra incognita. In that spacious territory lying to the west and north of the Fraser river named by the early explorers New Caledonia, but generally divided into the districts of Cariboo, Cassiar and the coast, there are resources other than mineral, and in sufficiency to support a population of many thousands of people. Portions of this country have been explored from time to time by engineers and surveyors, but most of their work was of a superficial nature, and a very small percentage of the natural resources was brought to light. In a region so vast, stretching from the 52nd to the 60th degree of north latitude, a variety of climate is encountered. In the south and along the sea coast it is very mild, but the rainfall is so heavy as to preclude the ripening of wheat. Vegetables of all kinds and small fruits, however, grow in fine quality and profusion. After crossing the Cascades the climate is drier and the winters are colder, but the cold is not so prolonged as east of the Rockies, the Chinook winds which blow over the sea moderating the temperature to a

site. The newcomers found that most of the good ground had been staked, but the enforcement of the Alien Act in 1890 afforded an excuse for claim-jumping, while the confusion was increased by the uncertainty as to whether the district was in British Columbia or the Northwest Territories.

In 1890 the Canadian geological survey engaged Mr. J. C. Gwillim to examine the district. He made a log and compass survey, and his observations and conclusions, accompanied by a geological map, were afterwards published in the reports of the survey. From his preliminary notes the following is taken: "The district in general appearance somewhat resembles Kootenay, by its north and south lake system, but the mountain ranges are less rugged, appearing as low, rounded groups with wide valleys or low slopes between them. The greater portion is readily accessible, either by boat or pack animal. Branch-grass is abundant along the upper valleys. The geological conditions of the district appear favorable to the production of ore bodies, the chief rocks being sandstones, quartzites and magnesian rocks. Areas of granite occur throughout, and other intrusions of a more basic character are common about the more apparently mineralized localities. Pine creek with its tributaries, Spruce, Boulder, Wright, Birch and Otter creeks, together with McKee creek, are at present the productive gold-bearing creeks. They lie in rocks, which appear to be a distinct series. Rocks of a slaty or schistose character are not common, excepting about Wright, Otter and the upper part of Spruce creeks. The prevailing rocks are of a rather massive, fine-grained appearance, often similar to greenstone.

Nearly \$3,000,000.

The gold yield of the Atlin district has been steadily increasing since 1901, as may be seen by reference to the table

land is to be found in the Lower Nechaco alone. Wheat, barley, oats and vegetables of all kinds are known to give good returns as far north as Telegraph Creek, which is situated in the continuation of the same wonderful structural valley, which commences at the Fraser river and continues north till it opens into the headwaters of the Yukon river—a natural route for a through line of railway to the far north. The advantages which the Nechaco valley hold out to agriculturists are many; hills are unknown, the soil is rich and in a great part open; the general altitude is much lower than that of the surrounding country; the climate is



HAYFIELD, BULKLEY VALLEY.



# Tyee Copper Company, Ltd.

Owms W H-Known Mines on Mt. Sicker, and Smelter at Ladysmith  
—A Very Successful Enterprise on Vancouver Island.

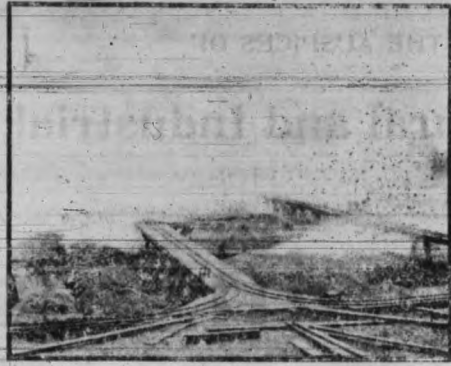
**I**T is questionable if the mining records of the Northwest can show a more successful enterprise than that of the Tyee Copper Company. It is an undisputed fact that no stock stands more firmly on the English market, while from the moment the company took hold of the properties under its control, the management has discomfited criticism. The able manner in which the affairs of the mine and smelter have been conducted has won the entire confidence of these fortunate enough to be shareholders.

The Tyee Copper Company, Ltd., was formed for the purpose of exploiting a promising mining property on Mount Sicker, a point about eight miles from Duncan on the Esquimalt & Nanaimo railway, and some fifty miles from Victoria. This mine was discovered in consequence of a fire, which cleared the mountain of the timber that coated it. A prospector was

actual rash is held in reserve in London. The Tyee Copper Company, therefore, is in an exceedingly strong financial position.

The property of the company consists of 250 acres of mineral lands, 800 acres of timber lands, 60 acres of freehold land at Tyee Siding on the E. & N. railway, which is the lower terminal of the tramway from the mine, and 45 acres at the Ladysmith smelter.

Since the commencement of ore shipments to Ladysmith in the autumn of 1902, over 120,000 tons of ore have been shipped from the mine, and this ore has produced 10,200,000 pounds of copper, 255,805 ounces of silver, and 20,189 ounces of gold. The ore body which has supplied this tonnage and given these fine results has an unbroken length of at least 2,000 feet, with a maximum width of 50 feet and a mean width of 20 feet of clean solid ore. The ore is shipped to the smelter with practically no grading, and is broken out clean from wall to wall. There are sufficient ore re-



ROASTING ORE AT TYEE SMELTER.

being discussed. This will probably be put in this year and will enable the main shaft to be sunk to a depth of over 2,000 feet. At the present time the main shaft has attained a depth of 800 feet, and

city of about three times that much, and all that is necessary to treble the output is the actual machinery, ground between the power house and smelting shed having been excavated for possible extension. The buildings themselves, situated on the 37-foot level, have been erected sufficiently far back into the hillside to admit of the installation of a Resembling plant whenever the amount of ore procurable justifies the company taking this step. Two spurs of the E. & N. railway enter the property on the east, the lower one to the 37-foot level for the shipment of matte and the upper into the 51-foot level for the delivery of coke and coal. At the rear of the smelter, also on the 51-foot level, are the burnt ore bins of a capacity of 1,000 tons for the storage of burnt ore from the roast piles. The tramway, about two thousand feet in length, connects these bins with the roast yards lying at the west.

When the ore is brought from Tyee Siding to the smelter it is deposited into two sets of bins at the roast yards, having a capacity of 1,000 tons. From this point it is trammed over a series of six permanent trestles placed sixty feet apart and running north and south. At right angles to these trestles are six trestles four feet deep and forty feet apart, thus dividing the ground into beds sixty by forty feet. The ore is spread over the ore beds by means of a traveling bridge between the permanent trestles, and running on rails. In this way the ore can be dumped onto any part of the pile, each series of trestles being provided with one bridge. This traveling bridge is the invention of the manager, Thos. Kiddie. Side dumping cars are used for running out the ore over the piles, the bridge forming a circuit between any two sets of trestles. In this manner the piles are built up and the bridge pushed forward to the next ore bed. The ore is piled in 350-ton

Company, which has a storage tank on the west side of the creek. This is supplied by a shaft, which is 150 feet long, and this way an ample supply of water is maintained for the furnace and the lining of the slag at the smelter. A 12-inch water main connects the shaft with the smelting works also, and a wooden pipe line.

The smelter building is 81 feet in length by 24 in breadth. The charging platform covered with steel plates, being 14 feet above the furnace floor, is carried on cast-iron columns with concrete foundations. A ventilator six by ten feet extends the full length of the building and gives ample supply of fresh air. The building is constructed in a most substantial manner, the frame work being 12-inch squared timber, sided with rustic and provided with large windows. Towards the west end of the building stands the water-jacketed furnace, 22 1/2 by 120 inches, provided with fourteen 6-inch tuyeres and all the latest appliances. In front of the furnace is a trap settler and a large water-jacketed receiver into which the matte and slag run from the furnace. The slag overflows into the second settler, from which it runs into a jet of water strong enough to granulate and flume it into the lagoon. From one end of the trap-settler a constant flow of matte is maintained, while from the opposite end a constant flow of slag runs into the re-



VIEW OF TYEE COPPER COMPANY'S SMELTER, LADYSMITH.

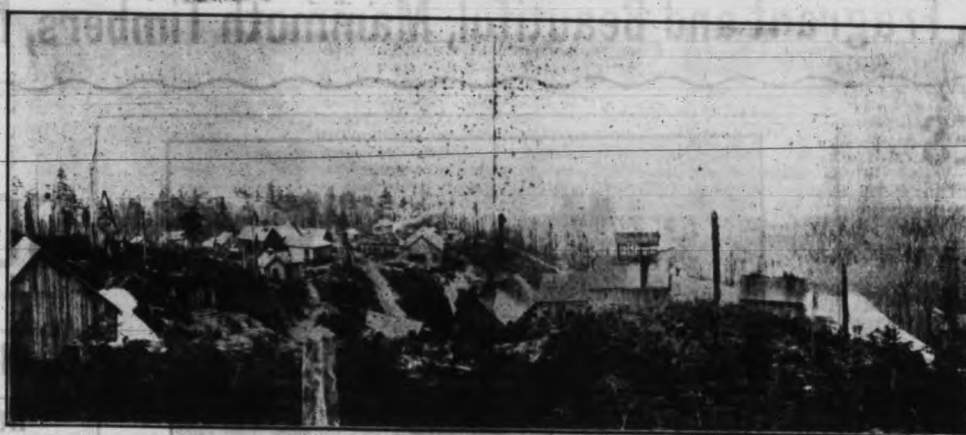
dering over the burnt area noted what appeared to be an outcrop of good ore. Examination disclosed that it was a splendid grade of copper, and it was not long before the foundation of an extensive mining industry was laid at Mt. Sicker. From the start the Tyee was one of the most promising properties to feel the force of development. First it was under the control of local people, but eventually it was acquired by the Tyee Copper Company, an organization with headquarters in London.

This company authorized operations on a large scale, but within the bounds of economy. This is, perhaps, one of the chief factors contributory to the success of the enterprise. Its promoters have never exceeded their limit in the matter of expenditure, while at the same time they have continued to develop their property in the most systematic manner. Within the past eighteen months, twenty per cent. in dividends has been paid, while more than \$250,000 in

serves left in this one immense body to supply the smelter for at least a year, and probably far more than this while development work in depth is being vigorously prosecuted.

The underground openings in the mine cover a distance of considerably over two miles.

The machinery at the mine consists of a 50 h. p. hoisting engine, five boilers, ten drill Ingersoll-Sargent air compressor, ore dressing plant with belt conveyor, Riblet automatic aerial tramway of 3 1/2 miles in length, having a capacity of up to 400 tons of ore per day, and a pumping plant on the Chemainus river which lifts 100,000 gallons of water per day to a height of 1,800 feet, and this gives an ample supply of water for mining, domestic purposes, and, last but not least, for protection against fire. There is also a sawmill and lumber camp for supplying the mine with timber. The question of the installation of a power ful, first motion hoisting plant is now



VIEW OF MT. SICKER, SHOWING TYEE MINE.

by the end of this year it is expected that it will be down to the 1,200-foot level. Cross cutting and drifting will be done at each level, and this work is now being supplemented by a Diamond drill.

Development work is not being confined to the Tyee claim alone, a shaft having been sunk on another portion of the company's property about 2,500 feet southwest of the main shaft. This shaft is now down about 150 feet, and a lens drift is being run eastward towards Tyee ground. Some copper ore has been met with in this drift, and the indications are very favorable for the discovery of large deposits of copper.

The Tyee Smelter at Ladysmith.

The ore is conveyed from the mine to Tyee Siding on the E. & N. railway by the Riblet tramway. This is fitted with automatic loading and discharging devices, and has given great satisfaction for its economical handling of ore. From Tyee Siding the ore is conveyed to the smelter in bottom dumping cars. The smelter is splendidly situated at the west end of the town of Ladysmith and lies between the E. & N. railway line and Oyster Bay, allowing a water frontage of approximately a mile in length. A lagoon in the bay extending one thousand feet in length by five hundred in breadth forms an excellent dumping ground for slag. Outside of the lagoon there is deep water for dock purposes. The ground between the high water mark and the E. & N. railway track has been arranged in terraced form, providing a gravity system throughout.

Although the present capacity of the smelting plant is two hundred and fifty tons per day, the power house, smelting shed, and dust chamber have been built for a capa-

city and requires about thirty days' roasting. When sufficiently cold it is shovelled into two-ton cars standing in the cuttings and trammed by horse power to the bunkers at the smelter, from the bottom of which this the

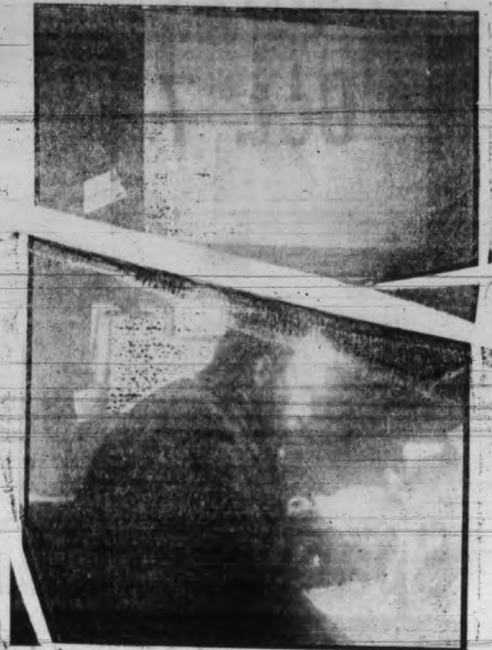
spur from the E. & N. track runs for the delivery of coal for power purposes. Two 80-horse power boilers of the returned tubular type supplies the power for the engine which drives the No. 7 Connorsville blower, crusher and eleva-



RUNNING OFF SLAG AT TYEE SMELTER.

charges are drawn as required for the furnace. The water supply for the works has been provided by the E. & N. Railway,

tors in the smelter shed, the power being transmitted by means of a rope drive. The engine, blower and boilers are set on concrete foundations of ample dimen-

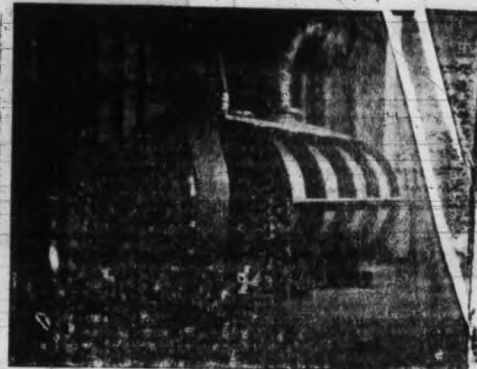


SMELTER MANAGER THOS. KIDDIE.

purpose. Abundance of light and ventilation is provided in each room, every detail being worked out for convenience of manipulation, making the smelter one of the most complete in British Columbia.

During the past year the new sampling plant was completed. The mill is equipped with a No. 4 Gates crusher, Blake crusher, rolls, grinders, and a complete set of Snyder automatic samplers. An additional steam boiler of 80 horse power was installed, while more trackage was put down to facilitate the delivery of ore. The furnace was in blast 205 days of twenty-four hours each and the total value of the metal product, less refining charges, was \$831,102.

Another improvement, which is being installed at the time of writing, is a modern hot blast system, which will be in operation when this issue reaches its readers. There is absolutely nothing in the establishment which is not thoroughly up-to-date, and that this standard will be maintained those who know the methods of the management feel perfectly satisfied. The smelter enjoys the best situation of any on the Pacific coast, and is in a position to handle customs area of not only the coast mines of British Columbia and on Vancouver Island, but also Alaska. The works were constructed on the designs of the smelter manager, Thos. Kiddie, his son, John Kiddie, C. E., being in charge of the construction. Geo. Williams as mechanical engineer. The Tyee Copper Company has done



No. 7 CONNORSVILLE BLOWER.

receiver. When cool it is roughly broken and is ready for shipment.

In the smelter shed on the east end a water-jacketed receiver, matte sampler, one 750 Blake crusher, sample grinder, and hoist elevator, 400 engine and boiler house on the east of the smelter shed is 70x50 feet. In the rear of the boiler is the coal bunker, 40x20, over which a

stone. An electric light engine and dynamo furnishes light for the plant, office, assay office, bins, etc., while a complete system of fire hydrants has been installed in each department.

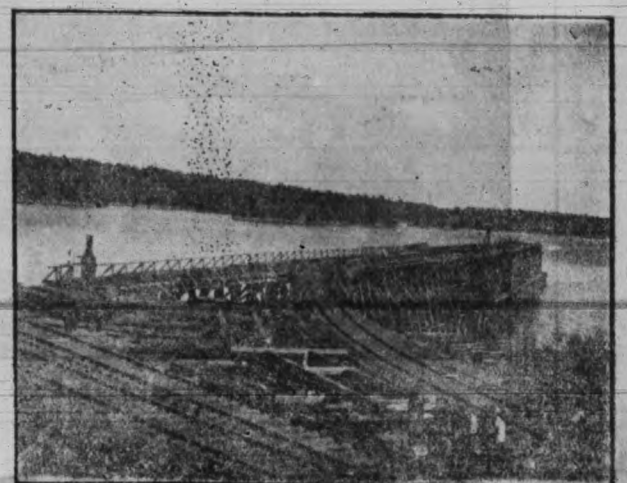
The assay office is situated at the east of the smelter, and has a frontage of forty-six feet. It is divided into three rooms, and in the rear is the furnace room, 20x16 feet. The front building is divided into balance room, assay room and analytical room, each 16 feet deep and heated with hot water. The interior fittings are polished cedar and the rooms



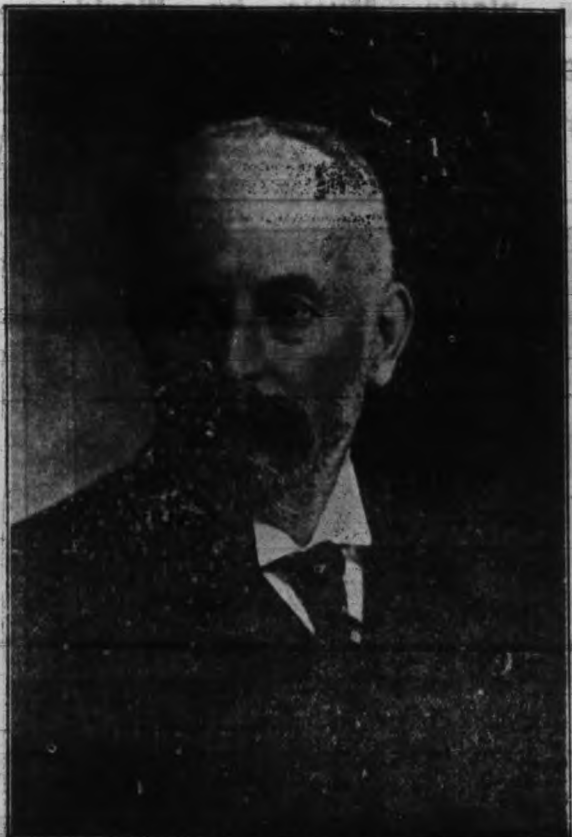
ORE TRAIN ON ROAD FROM MT. SICKER.

are plastered throughout. The furnaces and chemical apparatus are of the most complete kind, consisting of analytical and bullion balances, scales, platinum ware for the electrolytic determination of copper and bismuth, etc. In the furnace room stands the 20-foot stack, divided into four compartments, while on either side are situated a matte furnace of the most improved type, and a sand bath with hot air oven, all being fired from one side, while the openings are in the assay and analytical rooms respectively. In front of the stack stands a melting furnace 16 inches square inside, used for experimental

a great deal to increase the prestige of Vancouver Island in the mining world. It is a company that can show "results" to its shareholders. It was registered in England in April, 1900, its head office being in London. The capital being £180,000 in 180,000 shares of one pound each. The British Columbia office is at Duncan, on the E. & N. railway. The directors of the company are T. H. Wilson, chairman; J. H. Hickey, P. W. Holmes, E. B. Livingston, A. Strauber, secretary. Wm. Gardner, general manager; Clement Livingston, mine superintendent; E. C. Musgrave, manager of smelter, Thos. Kiddie.



WHARVES AT LADYSMITH.



CLEMENT LIVINGSTONE, MANAGER TYEE COPPER COMPANY.



Sept. 27

to Oct. 7

# DOMINION FAIR

UNDER THE AUSPICES OF

The Royal Agricultural and Industrial Society

1905

In the Historic and  
Picturesque City of

## New Westminster, B.C.

Located in the Lower Fraser Valley  
"The California of Canada."

### \$100,000 IN PRIZES AND ATTRACTIONS \$100,000

## Space FOR Exhibits

of all sorts of Natural Products and Manufactured Articles from all over the Dominion.

### THE BRITISH COLUMBIA EXHIBITS

Displayed in abundance will include:



ROYAL CITY ON THE BANKS OF THE FRASER.

## THE Rarest Opportunity

Ever had to comprehend the vastness of the Dominion, its varied and unlimited resources, and to realize the great possibilities of Trade development within its borders, is offered at the 1905 National Exhibition in the Royal City of British Columbia.

# Thoroughbred Live Stock and Agriculture

Luscious Fruits, Flowers, Fragrant and Beautiful, Mammoth Timbers, Minerals, Fish, Game, etc.

## ATTRACTION FEATURES

The Attractions Day and Night During the Eleven Days of the Dominion Fair will provide Entertainment of such a unique character as British Columbia is alone in a position to present.

There will be gathered together from all parts of the Expansive Province, and assembled on the banks of the Fraser, thousands of Indians, who will exhibit their strange paraphernalia of Peace and War, their still primitive modes of transportation, their works of semi-civilized art and superstitious fancies, affording an insight into their weird but interesting ideas of creation and life.

A Programme of Sports will be provided for them, and as the different tribes come into competition, the usual life and death struggle for supremacy will result.



INDIAN CAMP DURING FISHING SEASON.



A PRIZE BUNCH OF B. C. JERSEYS.

## Grand Water Carnival

Parade of the Fraser River Salmon Fishing Fleet, Patrol Boats, H.M. Warships, etc.

## THE SOCKEYE RUN

Where all such Shows as are to be found on the Midway, Pike or Trail of World's Fairs will hold forth in confusion

FOR ALL INFORMATION WRITE

W. H. KEARY, Secretary and Mgr.

NEW WESTMINSTER, B. C.

WORLD'S CHAMPIONSHIP EVENTS IN

## ROWING & LACROSSE

Military Parades and Exercises, Horse Racing, Wild West Broncho "Busting" Exhibitions by the most daring riders of the plains, Music by World-Famous Bands, Stupendous and Dazzling Pyrotechnic and Electric Displays.



HAULING IN THE BIG LOGS.



An Industry for Which  
British Columbia Has Re-  
cently Become Famous

# A Fruit Growing Province

Product Won First Prize  
In Competition in London  
—Where Fruit is Grown

**W**ITHIN the last year British Columbia's fruit growing resources have sprung into international fame. The principal factors that contributed to the widespread advertisement of the fruit of this province received, were the achievements at the Dominion exhibition at Winnipeg, and in London, England, where this productive domain captured the gold medal awarded by the Royal Horticultural Society. This latest distinction became the more noteworthy in view of the fact that the competition was open to all comers. So deep was the impression created by the British Columbia display that the London Times published the following account of it:

"At the Horticultural Society's show of flowers and fruit, held yesterday at the new hall, Vincent Square, one of the most interesting collections was the exhibit of apples, pears and plums sent by the government of British Columbia.

to the display of fruit prepared for commercial purposes, as it is realized that in this line the greatest proficiency should be shown.

## Great Fruit Producing Zones.

Considering this province as a fruit producer it would be well to divide it into three zones. These are the Interior District, the Lower Mainland and Vancouver and other islands in the Gulf. In the interior conditions are eminently favorable for the production of apples of the finest quality and appearance. The varieties grown will not be the same in all sections, but there is no question that good market varieties can be grown in all districts where ordinary farming operations are carried on. A great many varieties have been successfully grown in the interior, but the market varieties most profitable are Duchess of Oldenburg, Wealthy, Mackintosh, Red King of Tompkins, Red Cheeked Pippin, Ben Davis and Northern Spy. There are certain valleys where wheat growing has

increasing in magnitude, and in the future it is bound to be the principal and great market of the interior British Columbia fruit. Some of it goes to the mining camps of the Kootenays, but the best present and prospective market is the Northwest. Quantities are shipped to the coast, late winter apples finding a market there. Grapes and peaches command higher figures in the Northwest than they do on the Coast, on account of the competition from California not being so great there.

While the Okanagan has come to be regarded as the principal fruit producing area of the province, it enjoys no monopoly of horticultural wealth. The possibilities along this line, throughout the entire country in what is known as the "dry belt" are extremely bright. In the Kootenays, east and west, there are patches excellently adapted for the industry, special attention being given to the localities of "Nelson." In the Boundary district the possibilities are also manifold. The Kettle river country in particular seems destined to be of considerable horticultural importance. Until recently little had been done in this direction, the ranchers having found a profitable market for other products. But the increasing acreage under potatoes and other vegetables has brought the price of these things down to such a figure that the farmers are beginning to realize that fruit growing is the most profitable industry to turn their attention to. The area suitable for horticulture, in this district, is estimated as ten miles long by two and a half wide, or sixteen thousand acres. While a considerable portion of this is comparatively wet soil, with the gravel somewhat close to the surface, there is a large area of excellent soil adapted to many of the better classes of fruits. In some seasons irrigation plays an important part in crop production. There is no question that the success of the fruit displayed at the Royal Horticultural Exhibition in London last year will greatly stimulate the industry in these districts in which it has hitherto not been carried on extensively.

The country south of Penticton, stretching from Okanagan lake to the boundary, seems to be on the eve of a very prosperous era in fruit growing. The acquisition of the interior—Ellis domain by a syndicate represented by the Messrs. Shattford, and its subdivision into small marketable blocks, will bring a large number of settlers to the country, who will at once recognize its importance from a fruit producing standpoint. What is sadly needed there as well as in the neighboring Similkameen district is railroad communication. Without access to the markets the fruit grower labors under intense difficulties. But the railroad magnates, doubtless, are much alive to the importance of opening up these sequestered areas, and before long the long felt want will be supplied.

Skipping north until one reaches the Thompson river valley, there is a fine country suitable for fruit growing, the apples exhibited at the Kamloops exhibition being abundant evidence of this fact. Conditions similar to those in the Okanagan valley are found both on the Thompson river and in the Nicola valley. In the lower Thompson river valley, including Ashcroft, Spence's Bridge, Lytton and Savona, there is a veritable paradise for the fruit growing enthusiast. The district can truly be said to be unexcelled for its production of all kinds. In addition to its productivity the district enjoys the advantage of proximity to coast markets and should, in itself, be able to supply all the tomatoes, grapes, melons and similar products that are consumed.

In the valley of the Upper Fraser all the country between Lytton and Lillooet is admirably adapted for the finest quality of fruit, including apples, pears, cherries, grapes, peaches, melons and other varieties.

Coming nearer the coast to the lower Mainland—the specialty is small fruit. There is a ready market and good prices

throughout the world as a fruit growing district than any other part of British Columbia, but there are other localities of rich promise in this industry, localities whose product has but recently commanded the interest and admiration of the market. Among these Vancouver Island and the adjacent islands in the Gulf of Georgia are prominent. There the industry has reached gratifying proportions in the past few years, and its progress from now on is bound to be fast. It is true that fruit growing has been carried on in those islands for a long time, but the more or less primitive methods employed were unable to produce an article that could compete with those of the scientific fruit grower.

A couple of years or more ago, however, the growers began to adopt the more approved methods, not only of cultivation, but of packing for commercial purposes. The results have been that superior fruit has been produced, while the dealers in the Northwest and elsewhere have been very favorably impressed. On Vancouver Island, according to well known growers, the industry has been developing at a very rapid rate. The production of Italian pines, Pond Seedlings, Grand Duke and Engelbert plums, having been a feature. These are all suitable for shipping to distant markets. In pears, fine quality Bartlett, Louise Bonne and Wealthy are grown, while in apples, the Duchess, Red King, Alexander and King are the leading kind, and are hard to beat. In fact the Vancouver Island summer and fall apples cannot be surpassed anywhere, not even by those of the famed Okanagan or Ontario. Conditions for the production of pears also are very favorable.

A conspicuous feature in the fruit growing industry of Vancouver Island is the splendid variety of small fruit grown. The production of strawberries has attained considerable proportions, and last year the markets of the Northwest Territory and Manitoba were very successfully catered to. A large quantity was shipped, and the expectations are that the output will be doubled this year. The principal variety raised here is the Magoon, which is splendidly adapted for shipping and carries in first rate form as far as Regina, Raspberries and Logan berries are also grown extensively for the local trade, while an exceptionally good variety of cherry is produced for shipment, especially the Royal Anne, Bing, Olivet and Belle Magnifique. These are raised principally in Victoria district and Salt Spring Island, the latter locality, by the way, being a fine general fruit producer.

The climate for fruit growing on Vancouver Island is excellent for fruit of good shipping quality, and close attention is being paid to grading and packing. An object lesson of the proficiency displayed in this line was afforded at the fall exhibition at Victoria last year, when the admiration of fruit growers from far and near was won by the superb display. The fruit growing possibilities of Vancouver and adjacent islands are, therefore, highly satisfactory. Of course the principal development has been in the neighborhood of the cities, especially near Victoria, where the conditions for the advancement of the industry cannot be eclipsed. Continuing out along the Spanish peninsula the same opportunities are patent. One has merely to make the trip on the Victoria & Sidney railway to Sidney, or to drive along the beautiful well kept roads to realize the adaptability of the country for the purpose.

Then up the E. & N. railway line at Duncan and other points in the Cowichan district as well as the vicinity of Nanaimo there are wide possibilities for the industry. These points are very favorably situated for shipping purposes. In fact the whole fruit growing area of the southern part of Vancouver Island enjoys excellent advantages in this respect, being within immediate reach of either railroad or steamer. As to the other districts on the Island, it is believed that when adequate transportation facilities open them up, there will be a big opportunity for the fruit grower. People are constantly coming in and planting orchards, the ideal size being from twenty-five to forty acres. It is expected that the shipment to the Northwest and Manitoba will more than double that of last year.

Around Victoria.

Taking the industry on the Spanish peninsula and in the immediate vicinity of Victoria its development has been nothing if not rapid within the past five years. Planting of the various species of fruit suited to its climatic conditions has so far exceeded the efforts of local nurseries that a considerable amount of fruit has been shipped to the East and California have been a common occurrence. The uniform success of the industry in this region has fully justified the activity.

As already pointed out British Columbia has established without doubt her claim to first rank as a producer of such fruits as are grown in the temperate zone by carrying off the highest award at the Royal Horticultural Exhibition in London, England. The dexterity of the individual grower and those in charge of the exhibit were factors contributing to the success, but without the correct climatic conditions such an achievement would have been impossible. Victorians should feel proud in the knowledge that within five miles of the city a large portion of the exhibit was produced, and that wherever local fruit has been shown the same high standard has been maintained.

Lower Vancouver Island contains climatic and soil conditions that will rank with the finest in the world for the production of the following small and large fruits: Strawberries, raspberries, Logan berries, gooseberries, etc., and apples, plums, pears and cherries. In competition with other varieties local exhibitors have more than held their own. The possibilities of the industry are unlimited. The market appears to be the same, including the great Northwest, the Orient and Antipodes. The perishable nature of much of the fruits grown for

exportation renders it necessary to have on hand refrigerators, cars which must be sent to their destination with dispatch. Co-operation is an essential principle to the success of a fruit growing community. The local growers are alive to this fact, and have organized under the style of the Victoria Fruit Growers' Association & Exchange, Ltd. This institution has a membership of over eighty, comprising all the leading growers. Their central depot is at P. H. Stewart & Co.'s, whom they have appointed agents. This firm has already opened up a splendid connection in the Northwest with gratifying results. Shipments gone forward have given every satisfaction, and with gratifying returns comes the demand for more fruit. It is the invariable statement in effect: "Will cancel all other orders in favor of Victoria fruit." Some have expressed a fear that the business is being overdone. Such fears are held by only those who are unaware of the market demands. It is the insufficiency of supply that creates difficulty in shipping, and instead of one carload or two leaving every week there is now two or three special refrigerator cars running daily.

There are about 300 growers, large and small, in the neighborhood of Victoria, and if each in the next five years could increase his output tenfold, the shipping conditions would be much better, but the market would not begin to be supplied. There is sufficient land suited for fruit growing in the vicinity of Victoria to accommodate 3,000 growers, and there is every reason why it should be so used.

It is an understood thing among growers that only the finest specimens will pay to ship, therefore, the association already referred to take special pains to follow the methods of California in packaging and packing and the quality of specimens packed. Growers are handicapped in Victoria as yet in not having a factory providing for the profitable utilization of the surplus—condry or cull product—and until some establishment for the canning, evaporating and making of jams, jellies and other substances is in operation in the city a great waste must occur, as the rapid increase of production takes place. This is a golden opportunity for the right kind of people to establish here. The fruit growing industry means much to Victoria. It will develop kindred industries, besides stimulating the ordinary channels of trade and remain when the mines are worked out and timber and fish become exhausted.

The question of the best variety of the different species to plant has always been a sensitive one to deal with, owing to their vastness of number and their variability under different climatic conditions, soil and treatment. The greatest fruit growing centres of the world have all made their fame by concentrat-

ing their efforts upon two or three varieties of each species. For instance, California is famous for its Belle de Indes, Sweeton Pippin apples, and its petit pines, etc. Hood River, a small fruit growing district in Oregon, has made a name in Clark's seedling—strawberry, Italian pines and Spitzbergen apples. Now it stands to reason that these districts can produce many other fine varieties than those they make their specialties, and the object they had in view in so concentrating their efforts is just the same as should govern growers in the neighborhood of Victoria in making a name in the open markets. Selection should be made of the varieties that are the most vigorous growers and hardest shipppers, with a uniformity of appearance, color and flavor, and which find the readiest sale in the market called for.

The shipments so far have been confined to the Northwest. They consist of strawberries, apples, plums, pears and cherries. The varieties that have been in favor and command the highest prices are as follows: Strawberries—Magoon, deep red throughout, good producer, firm, of excellent flavor and good shipper. Apples—Duchess of Oldenburg, "the morning after," Wealthy, undoubtedly the favorite; Alexander, "the box and the pocket." Plums—Peach plum, Columbia, ships with the Duchess; Pond's seedling or Hungarian plum; Grand Duke, and when soil conditions permit, the Fallon best or Italian plum. These will ship best in the season of the Wealthy and Alexander apples.

Cherries—Royal Anne; French Olivet and Bing are excellent shipppers. Pears—Beurre Boskoop, Louise Bonne de Jersey, and the Beurre Rose or Mando are the favorites.

It will be observed that the foregoing list of apples are semi-early varieties. It has been found in the markets so far opened up that for fruit in their season little dangerous competition has been met, but in the experiment with later

sorts keen competition has been encountered from Ontario. Experience has taught local growers that they have by far too many varieties planted for commercial purposes. Most of them commenced with small plantations and a large number of varieties. When full bearing has been attained many found themselves with 50 to 100 boxes of each sort—too much for home supply and insufficient to ship. The man that starts

more than five miles or more wide east and west, and a most picturesque and delightful part of British Columbia. From Sicamous lake on the north to the mid-way on the south it exhibits a diversification of soil, water courses and bodies, timbers, landscapes, hills, mountains and valleys, not exceeded in any part of the Pacific Northwest. From the beautiful placid body of Okanagan lake to the snow-capped giants towering five or

twenty-five miles or more wide east and west, and a most picturesque and delightful part of British Columbia. From Sicamous lake on the north to the mid-way on the south it exhibits a diversification of soil, water courses and bodies, timbers, landscapes, hills, mountains and valleys, not exceeded in any part of the Pacific Northwest. From the beautiful placid body of Okanagan lake to the snow-capped giants towering five or

more than five miles or more wide east and west, and a most picturesque and delightful part of British Columbia. From Sicamous lake on the north to the mid-way on the south it exhibits a diversification of soil, water courses and bodies, timbers, landscapes, hills, mountains and valleys, not exceeded in any part of the Pacific Northwest. From the beautiful placid body of Okanagan lake to the snow-capped giants towering five or

more than five miles or more wide east and west, and a most picturesque and delightful part of British Columbia. From Sicamous lake on the north to the mid-way on the south it exhibits a diversification of soil, water courses and bodies, timbers, landscapes, hills, mountains and valleys, not exceeded in any part of the Pacific Northwest. From the beautiful placid body of Okanagan lake to the snow-capped giants towering five or

more than five miles or more wide east and west, and a most picturesque and delightful part of British Columbia. From Sicamous lake on the north to the mid-way on the south it exhibits a diversification of soil, water courses and bodies, timbers, landscapes, hills, mountains and valleys, not exceeded in any part of the Pacific Northwest. From the beautiful placid body of Okanagan lake to the snow-capped giants towering five or

more than five miles or more wide east and west, and a most picturesque and delightful part of British Columbia. From Sicamous lake on the north to the mid-way on the south it exhibits a diversification of soil, water courses and bodies, timbers, landscapes, hills, mountains and valleys, not exceeded in any part of the Pacific Northwest. From the beautiful placid body of Okanagan lake to the snow-capped giants towering five or

more than five miles or more wide east and west, and a most picturesque and delightful part of British Columbia. From Sicamous lake on the north to the mid-way on the south it exhibits a diversification of soil, water courses and bodies, timbers, landscapes, hills, mountains and valleys, not exceeded in any part of the Pacific Northwest. From the beautiful placid body of Okanagan lake to the snow-capped giants towering five or

more than five miles or more wide east and west, and a most picturesque and delightful part of British Columbia. From Sicamous lake on the north to the mid-way on the south it exhibits a diversification of soil, water courses and bodies, timbers, landscapes, hills, mountains and valleys, not exceeded in any part of the Pacific Northwest. From the beautiful placid body of Okanagan lake to the snow-capped giants towering five or

more than five miles or more wide east and west, and a most picturesque and delightful part of British Columbia. From Sicamous lake on the north to the mid-way on the south it exhibits a diversification of soil, water courses and bodies, timbers, landscapes, hills, mountains and valleys, not exceeded in any part of the Pacific Northwest. From the beautiful placid body of Okanagan lake to the snow-capped giants towering five or

more than five miles or more wide east and west, and a most picturesque and delightful part of British Columbia. From Sicamous lake on the north to the mid-way on the south it exhibits a diversification of soil, water courses and bodies, timbers, landscapes, hills, mountains and valleys, not exceeded in any part of the Pacific Northwest. From the beautiful placid body of Okanagan lake to the snow-capped giants towering five or

more than five miles or more wide east and west, and a most picturesque and delightful part of British Columbia. From Sicamous lake on the north to the mid-way on the south it exhibits a diversification of soil, water courses and bodies, timbers, landscapes, hills, mountains and valleys, not exceeded in any part of the Pacific Northwest. From the beautiful placid body of Okanagan lake to the snow-capped giants towering five or

more than five miles or more wide east and west, and a most picturesque and delightful part of British Columbia. From Sicamous lake on the north to the mid-way on the south it exhibits a diversification of soil, water courses and bodies, timbers, landscapes, hills, mountains and valleys, not exceeded in any part of the Pacific Northwest. From the beautiful placid body of Okanagan lake to the snow-capped giants towering five or

more than five miles or more wide east and west, and a most picturesque and delightful part of British Columbia. From Sicamous lake on the north to the mid-way on the south it exhibits a diversification of soil, water courses and bodies, timbers, landscapes, hills, mountains and valleys, not exceeded in any part of the Pacific Northwest. From the beautiful placid body of Okanagan lake to the snow-capped giants towering five or

more than five miles or more wide east and west, and a most picturesque and delightful part of British Columbia. From Sicamous lake on the north to the mid-way on the south it exhibits a diversification of soil, water courses and bodies, timbers, landscapes, hills, mountains and valleys, not exceeded in any part of the Pacific Northwest. From the beautiful placid body of Okanagan lake to the snow-capped giants towering five or

more than five miles or more wide east and west, and a most picturesque and delightful part of British Columbia. From Sicamous lake on the north to the mid-way on the south it exhibits a diversification of soil, water courses and bodies, timbers, landscapes, hills, mountains and valleys, not exceeded in any part of the Pacific Northwest. From the beautiful placid body of Okanagan lake to the snow-capped giants towering five or

more than five miles or more wide east and west, and a most picturesque and delightful part of British Columbia. From Sicamous lake on the north to the mid-way on the south it exhibits a diversification of soil, water courses and bodies, timbers, landscapes, hills, mountains and valleys, not exceeded in any part of the Pacific Northwest. From the beautiful placid body of Okanagan lake to the snow-capped giants towering five or



A TREE OF QUINCES NEAR VICTORIA.

The Agent-General had intended to exhibit the fruit at the society's fruit show a fortnight ago; but it only arrived a day before the show, and he was unable to get it unpacked and arranged in time. An opportunity, however, was afforded yesterday of comparing the colonial apples with some fine home-grown collections, and while it cannot be said that they are superior to the best English specimens, it must be admitted that they approach them very closely in color, shape and flavor. Moreover, the British Columbia fruit is in good condition, notwithstanding the fact that it had been picked as early as September 1st and had travelled three thousand miles by train and three thousand miles by steamer.

The fruit is not uniformly graded, but is free from insect attack, which is mainly due to the legislative efforts made of late years to eradicate the codling moth and other insect pests. Among the varieties of apples exhibited were: Fall Pippins, Kings, Vandervores, Twenty-ounce Pippins, Blue Pearmaines and Oranges from Lytton, B. C., Ribston Pippins, Wolfe Rivers, Wealthies, and Snows from Lytton and Kelowna, whilst the latter place also contributed Warners, King, Canada Red, King of Tompkins, Co. Ontario, Jonathan, Northern Spy, Bell of Boskoop, Baldwin, St. Lawrence, Greening, Golden Russet, Alexander, Blenheim Orange, Wagener and McIntosh Red apples, and Beurre-Champagne, Easter Beurre, Beurre d'Anjou and Howell pears. From Victoria, B. C., also came Wealthy, Gravenstein and Ribston apples and plums.

The object of the Agent-General in bringing the exhibit to the notice of the public is not so much to seek a market for this class of produce as to demonstrate to intending emigrants that British Columbia offers splendid advantages to all who desire to follow pursuits on the land in one or the other of our colonies. The province has markets near at hand, which make it unnecessary at present to find an outlet for its produce in the Mother Country; but there are large areas of arable land of great fertility and capable of producing much more than is required by its present prospective population. On account of the topography and extent of the province the climate is varied, so that it produces emblems that of semi-tropical as well as temperate zones. The apple is the fruit of the country, and as will be judged from the specimens now in London, it attains great perfection, together with the pear, plum, prune, cherry and all small fruits, while most other fruits are successfully grown. The area under fruit has greatly increased during the last six years, and people generally are adopting methods more in accordance with well understood principles of fruit culture. Considerable interest was taken in the exhibit yesterday, and among those who examined the fruit were Lady Aberdeen, Hon. J. H. Turner, Agent-General for British Columbia; Hon. R. G. Tatlow, Finance Minister of the province, who brought the government exhibit over with him. The Royal Horticultural Society awarded a gold medal for the exhibit.

This then, is the record made by British Columbia in the Old Land. Picked as early as the 1st of September, conveyed over six thousand miles on land and sea, the fruit retained sufficient of its superb qualities of size, color and flavor to capture the coveted prize offered by the distinguished association of England. In exhibitions nearer home—at Winnipeg, Boise City, Idaho, Washington and Oregon, the fruit displays from this province have been equally successful. At the big Dominion national fair to be held at New Westminster later in the year, British Columbia fruit growers will endeavor to repeat their performance, and they are optimistic as to the possibilities of success. Particular attention will be given

to the display of fruit prepared for commercial purposes, as it is realized that in this line the greatest proficiency should be shown.

been carried on well suited for apple growing, and no doubt a great portion of this area will be used for the purpose, as the profits from apple growing are much greater than those obtained from wheat growing, when the business is intelligently conducted—in the Okanagan country, Thompson and Kettle River valleys and in the Similkameen. Small fruits grow everywhere. Prunes do remarkably well in the Okanagan, while plums are also produced extensively. The quality of prunes raised at Kelowna is superior to anything in Oregon and California. Certain varieties of pears are grown extremely well in this same productive country, the principal varieties being Bartlett, Flemish Beauty and Winter Nellis. Fruit growing commercially has really been on trial in the interior district, but until recently it has not been definitely ascertained that the conditions were all that could be desired. The destructive pests, which militate so much against the profits of fruit growing in the Eastern provinces and states, are fortunately absent in British Columbia, the result being that the expense of growing fruit is less. The crop is more uniform than it is in the East and the average yield to the acre is heavier on that account. In this province there is no such thing as a general failure of the fruit crop. Partial failures are usually due to the fact that the trees have been allowed to overbear, and have become weakened, or for some other avoidable reason.

Tomatoes and melons are also grown throughout the interior, especially in the southern Okanagan, where they are raised for the market. Were there easier access to the markets more would be grown, but the development at the present time is greatly hampered by the cost of shipping. Peach-growing is being tested commercially in the same fruitless district, a considerable quantity being grown at Penticton, a delightful spot along the shores of the Okanagan lake. During the last two years large areas have been planted there, and much is expected from the exploitation of this particular line of fruit. Then there are grapes. These are grown in the South Okanagan and the warm valleys of the Thompson.

Strawberry growing is capable of almost infinite development, and at points in the Thompson River valley along the main line of the C.P.R. the climate conditions are favorable and shipping facilities excellent. The fruit, furthermore, has a good carrying quality. The market of the Northwest is continually in-

comes realized, comparatively large incomes being made from strawberry and raspberry gardens in the Lower Fraser River valley and points contiguous to the Canadian Pacific railway. The greater part of this small fruit is shipped to the Northwest Territory and Manitoba. Plums and prunes are grown and shipped in large quantities from Chilliwack. On the north side of the river, taking land in the country from the mouth to Yale, a considerable quantity of fruit is grown. At Agassiz the Dominion government experimental farm is conducted, an institution which has been found to be of the utmost benefit to the farmers of the district.

Fruit Growing on Vancouver Island.

The fertile valley of the Okanagan has probably attracted more attention



SOME OF OUR APPLES.

are realized, comparatively large incomes being made from strawberry and raspberry gardens in the Lower Fraser River valley and points contiguous to the Canadian Pacific railway. The greater part of this small fruit is shipped to the Northwest Territory and Manitoba. Plums and prunes are grown and shipped in large quantities from Chilliwack. On the north side of the river, taking land in the country from the mouth to Yale, a considerable quantity of fruit is grown. At Agassiz the Dominion government experimental farm is conducted, an institution which has been found to be of the utmost benefit to the farmers of the district.

Fruit Growing on Vancouver Island.

The fertile valley of the Okanagan has probably attracted more attention

are realized, comparatively large incomes being made from strawberry and raspberry gardens in the Lower Fraser River valley and points contiguous to the Canadian Pacific railway. The greater part of this small fruit is shipped to the Northwest Territory and Manitoba. Plums and prunes are grown and shipped in large quantities from Chilliwack. On the north side of the river, taking land in the country from the mouth to Yale, a considerable quantity of fruit is grown. At Agassiz the Dominion government experimental farm is conducted, an institution which has been found to be of the utmost benefit to the farmers of the district.

Fruit Growing on Vancouver Island.

The fertile valley of the Okanagan has probably attracted more attention

are realized, comparatively large incomes being made from strawberry and raspberry gardens in the Lower Fraser River valley and points contiguous to the Canadian Pacific railway. The greater part of this small fruit is shipped to the Northwest Territory and Manitoba. Plums and prunes are grown and shipped in large quantities from Chilliwack. On the north side of the river, taking land in the country from the mouth to Yale, a considerable quantity of fruit is grown. At Agassiz the Dominion government experimental farm is conducted, an institution which has been found to be of the utmost benefit to the farmers of the district.

are realized, comparatively large incomes being made from strawberry and raspberry gardens in the Lower Fraser River valley and points contiguous to the Canadian Pacific railway. The greater part of this small fruit is shipped to the Northwest Territory and Manitoba. Plums and prunes are grown and shipped in large quantities from Chilliwack. On the north side of the river, taking land in the country from the mouth to Yale, a considerable quantity of fruit is grown. At Agassiz the Dominion government experimental farm is conducted, an institution which has been found to be of the utmost benefit to the farmers of the district.

are realized, comparatively large incomes being made from strawberry and raspberry gardens in the Lower Fraser River valley and points contiguous to the Canadian Pacific railway. The greater part of this small fruit is shipped to the Northwest Territory and Manitoba. Plums and prunes are grown and shipped in large quantities from Chilliwack. On the north side of the river, taking land in the country from the mouth to Yale, a considerable quantity of fruit is grown. At Agassiz the Dominion government experimental farm is conducted, an institution which has been found to be of the utmost benefit to the farmers of the district.

are realized, comparatively large incomes being made from strawberry and raspberry gardens in the Lower Fraser River valley and points contiguous to the Canadian Pacific railway. The greater part of this small fruit is shipped to the Northwest Territory and Manitoba. Plums and prunes are grown and shipped in large quantities from Chilliwack. On the north side of the river, taking land in the country from the mouth to Yale, a considerable quantity of fruit is grown. At Agassiz the Dominion government experimental farm is conducted, an institution which has been found to be of the utmost benefit to the farmers of the district.

are realized, comparatively large incomes being made from strawberry and raspberry gardens in the Lower Fraser River valley and points contiguous to the Canadian Pacific railway. The greater part of this small fruit is shipped to the Northwest Territory and Manitoba. Plums and prunes are grown and shipped in large quantities from Chilliwack. On the north side of the river, taking land in the country from the mouth to Yale, a considerable quantity of fruit is grown. At Agassiz the Dominion government experimental farm is conducted, an institution which has been found to be of the utmost benefit to the farmers of the district.

are realized, comparatively large incomes being made from strawberry and raspberry gardens in the Lower Fraser River valley and points contiguous to the Canadian Pacific railway. The greater part of this small fruit is shipped to the Northwest Territory and Manitoba. Plums and prunes are grown and shipped in large quantities from Chilliwack. On the north side of the river, taking land in the country from the mouth to Yale, a considerable quantity of fruit is grown. At Agassiz the Dominion government experimental farm is conducted, an institution which has been found to be of the utmost benefit to the farmers of the district.

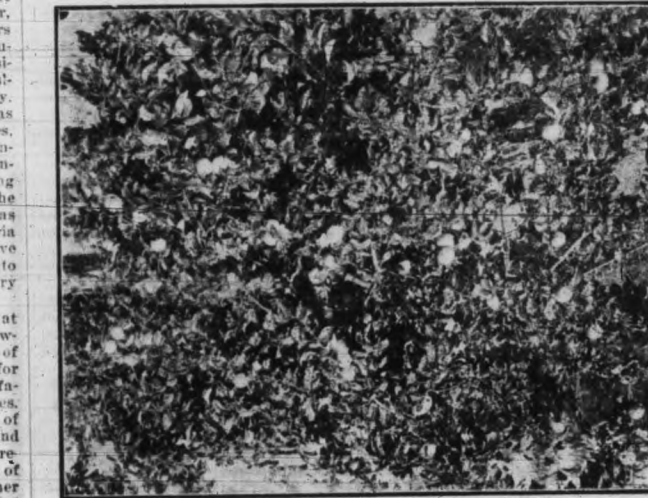
are realized, comparatively large incomes being made from strawberry and raspberry gardens in the Lower Fraser River valley and points contiguous to the Canadian Pacific railway. The greater part of this small fruit is shipped to the Northwest Territory and Manitoba. Plums and prunes are grown and shipped in large quantities from Chilliwack. On the north side of the river, taking land in the country from the mouth to Yale, a considerable quantity of fruit is grown. At Agassiz the Dominion government experimental farm is conducted, an institution which has been found to be of the utmost benefit to the farmers of the district.

are realized, comparatively large incomes being made from strawberry and raspberry gardens in the Lower Fraser River valley and points contiguous to the Canadian Pacific railway. The greater part of this small fruit is shipped to the Northwest Territory and Manitoba. Plums and prunes are grown and shipped in large quantities from Chilliwack. On the north side of the river, taking land in the country from the mouth to Yale, a considerable quantity of fruit is grown. At Agassiz the Dominion government experimental farm is conducted, an institution which has been found to be of the utmost benefit to the farmers of the district.

are realized, comparatively large incomes being made from strawberry and raspberry gardens in the Lower Fraser River valley and points contiguous to the Canadian Pacific railway. The greater part of this small fruit is shipped to the Northwest Territory and Manitoba. Plums and prunes are grown and shipped in large quantities from Chilliwack. On the north side of the river, taking land in the country from the mouth to Yale, a considerable quantity of fruit is grown. At Agassiz the Dominion government experimental farm is conducted, an institution which has been found to be of the utmost benefit to the farmers of the district.

are realized, comparatively large incomes being made from strawberry and raspberry gardens in the Lower Fraser River valley and points contiguous to the Canadian Pacific railway. The greater part of this small fruit is shipped to the Northwest Territory and Manitoba. Plums and prunes are grown and shipped in large quantities from Chilliwack. On the north side of the river, taking land in the country from the mouth to Yale, a considerable quantity of fruit is grown. At Agassiz the Dominion government experimental farm is conducted, an institution which has been found to be of the utmost benefit to the farmers of the district.

are realized, comparatively large incomes being made from strawberry and raspberry gardens in the Lower Fraser River valley and points contiguous to the Canadian Pacific railway. The greater part of this small fruit is shipped to the Northwest Territory and Manitoba. Plums and prunes are grown and shipped in large quantities from Chilliwack. On the north side of the river, taking land in the country from the mouth to Yale, a considerable quantity of fruit is grown. At Agassiz the Dominion government experimental farm is conducted, an institution which has been found to be of the utmost benefit to the farmers of the district.



SOME MORE OF OUR APPLES.

are realized, comparatively large incomes being made from strawberry and raspberry gardens in the Lower Fraser River valley and points contiguous to the Canadian Pacific railway. The greater part of this small fruit is shipped to the Northwest Territory and Manitoba. Plums and prunes are grown and shipped in large quantities from Chilliwack. On the north side of the river, taking land in the country from the mouth to Yale, a considerable quantity of fruit is grown. At Agassiz the Dominion government experimental farm is conducted, an institution which has been found to be of the utmost benefit to the farmers of the district.

are realized, comparatively large incomes being made from strawberry and raspberry gardens in the Lower Fraser River valley and points contiguous to the Canadian Pacific railway. The greater part of this small fruit is shipped to the Northwest Territory and Manitoba. Plums and prunes are grown and shipped in large quantities from Chilliwack. On the north side of the river, taking land in the country from the mouth to Yale, a considerable quantity of fruit is grown. At Agassiz the Dominion government experimental farm is conducted, an institution which has been found to be of the utmost benefit to the farmers of the district.

are realized, comparatively large incomes being made from strawberry and raspberry gardens in the Lower Fraser River valley and points contiguous to the Canadian Pacific railway. The greater part of this small fruit is shipped to the Northwest Territory and Manitoba. Plums and prunes are grown and shipped in large quantities from Chilliwack. On the north side of the river, taking land in the country from the mouth to Yale, a considerable quantity of fruit is grown. At Agassiz the Dominion government experimental farm is conducted, an institution which has been found to be of the utmost benefit to the farmers of the district.

are realized, comparatively large incomes being made from strawberry and raspberry gardens in the Lower Fraser River valley and points contiguous to the Canadian Pacific railway. The greater part of this small fruit is shipped to the Northwest Territory and Manitoba. Plums and prunes are grown and shipped in large quantities from Chilliwack. On the north side of the river, taking land in the country from the mouth to Yale, a considerable quantity of fruit is grown. At Agassiz the Dominion government experimental farm is conducted, an institution which has been found to be of the utmost benefit to the farmers of the district.

are realized, comparatively large incomes being made from strawberry and raspberry gardens in the Lower Fraser River valley and points contiguous to the Canadian Pacific railway. The greater part of this small fruit is shipped to the Northwest Territory and Manitoba. Plums and prunes are grown and shipped in large quantities from Chilliwack. On the north side of the river, taking land in the country from the mouth to Yale, a considerable quantity of fruit is grown. At Agassiz the Dominion government experimental farm is conducted, an institution which has been found to be of the utmost benefit to the farmers of the district.

are realized, comparatively large incomes being made from strawberry and raspberry gardens in the Lower Fraser River valley and points contiguous to the Canadian Pacific railway. The greater part of this small fruit is shipped to the Northwest Territory and Manitoba. Plums and prunes are grown and shipped in large quantities from Chilliwack. On the north side of the river, taking land in the country from the mouth to Yale, a considerable quantity of fruit is grown. At Agassiz the Dominion government experimental farm is conducted, an institution which has been found to be of the utmost benefit to the farmers of the district.

are realized, comparatively large incomes being made from strawberry and raspberry gardens in the Lower Fraser River valley and points contiguous to the Canadian Pacific railway. The greater part of this small fruit is shipped to the Northwest Territory and Manitoba. Plums and prunes are grown and shipped in large quantities from Chilliwack. On the north side of the river, taking land in the country from the mouth to Yale, a considerable quantity of fruit is grown. At Agassiz the Dominion government experimental farm is conducted, an institution which has been found to be of the utmost benefit to the farmers of the district.

are realized, comparatively large incomes being made from strawberry and raspberry gardens in the Lower Fraser River valley and points contiguous to the Canadian Pacific railway. The greater part of this small fruit is shipped to the Northwest Territory and Manitoba. Plums and prunes are grown and shipped in large quantities from Chilliwack. On the north side of the river, taking land in the country from the mouth to Yale, a considerable quantity of fruit is grown. At Agassiz the Dominion government experimental farm is conducted, an institution which has been found to be of the utmost benefit to the farmers of the district.

are realized, comparatively large incomes being made from strawberry and raspberry gardens in the Lower Fraser River valley and points contiguous to the Canadian Pacific railway. The greater part of this small fruit is shipped to the Northwest Territory and Manitoba. Plums and prunes are grown and shipped in large quantities from Chilliwack. On the north side of the river, taking land in the country from the mouth to Yale, a considerable quantity of fruit is grown. At Agassiz the Dominion government experimental farm is conducted, an institution which has been found to be of the utmost benefit to the farmers of the district.

are realized, comparatively large incomes being made from strawberry and raspberry gardens in the Lower Fraser River valley and points contiguous to the Canadian Pacific railway. The greater part of this small fruit is shipped to the Northwest Territory and Manitoba. Plums and prunes are grown and shipped in large quantities from Chilliwack. On the north side of the river, taking land in the country from the mouth to Yale, a considerable quantity of fruit is grown. At Agassiz the Dominion government experimental farm is conducted, an institution which has been found to be



One of the Richest Domains in America—  
Immense Development has characterized its  
Recent History—Resources of Many Kinds.

**PRICE BROS., Proprietors.**



NELSON, the Delight of the  
Tourist, Horticulturist,  
Sportsman and  
Artist.

# Beautiful City of the Lake

It is also a Commercial  
Centre of Importance  
A Favored District.

**N**ELSON, the capital of the Kootenays, has been well-known as the centre of a large millage industry, and the chief commercial city of the district. Its attractiveness as a residential city, in account of the beauty of scenery and its temperate and equable climate, is but just beginning to be realized, while the capabilities of the surrounding country for fruit growing are now proved beyond controversy. It is easily reached by the Canadian Pacific railway, the Crow's Nest branch of that railway connecting with the main line at Revelstoke and Medicine Hat. The traveller purchasing his transcontinental ticket to see the beautiful and entrancing scenery that lies everywhere along the line of the Canadian Pacific in British Columbia is advised to ask for his ticket via the Crow's Nest Pass at least one way.

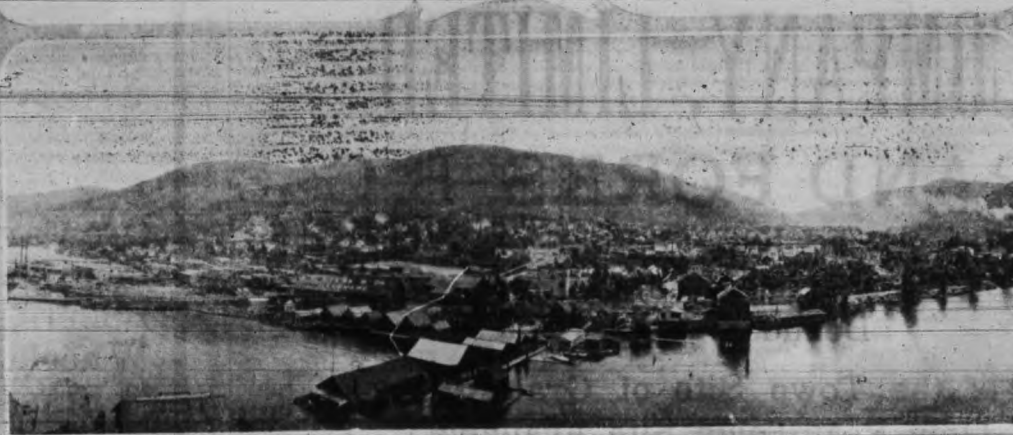
The journey from Revelstoke to Robson down the Columbia, in the well-equipped and comfortable steamers of the C. P. R., is a charming break in the long journey from ocean to ocean. What can be imagined as waiting in wonder and in beauty and in personal comfort on this romantic journey through the Swiss-like scenery of the Arrow Lakes! On either side of the lake are snow-capped mountains with forests of pine and fir and spruce reaching down to the water's edge, with here and there a cascade flashing amidst the dark green surroundings, grey precipices and shores of silver sands. What a marvellous picture of sweet serenity!

The railway journey over the remainder of the Crow's Nest route affords many varieties of scenery and attractiveness to those of the main line. There are, however, the same accommodations of sleeping and dining cars, and the same attentive service. The Great Northern railway also has a connection at Nelson from Spokane. A daily train equipped with drawing room and buffet cars makes the journey in about eight hours, and those visiting the great exhibition at Portland cannot better make a pleasant addition to their journey than by a trip to Nelson.

An enterprising community. Nelson was incorporated in 1897, and is a city that has continued to make substantial progress. Its mayors and councils

did not include the residents of Fairview and other suburbs outside the city limits, the number would probably be found to be over 6,000.

Nelson has many important institutions. Four of the principal chartered banks of Canada are represented here. The Bank of Montreal, the Canadian Bank of Commerce, the Imperial Bank and the Royal Bank, each has a branch. No less than seven churches, a splendidly equipped and well-managed hospital, a public library, the large convent school and the public and high school buildings speak for the religious, philanthropic and educational advantages that Nelson possesses.



NELSON'S IDEAL SITUATION.

ties for transport, both by rail and water to all parts of the Kootenays, assist in maintaining a brisk and increasing wholesale trade.

The retail stores of Nelson are many and well-stocked, and he would be fastidious indeed who could not obtain here almost anything he wanted.

The hotel accommodations of Nelson are excellent; the Home, Stratheona and the Queen's are first-class hotels, and there are a dozen or more others, all good and comfortable, where cheaper rates can be obtained.

In amusements and means of entertainment Nelson is well supplied. A social club with 150 members, a good opera house, seating about 700; musical and athletic societies, gun, lawn, tennis, cricket, hockey and other sporting and athletic associations are all to be found.

Last, but not least, of these is the Nelson boat club, a well-patronized institution. Its new boat house, just completed at a cost of \$5,000, is a favorite rendezvous on the water. The annual regatta of the Northern Pacific Amateur Oarsmen's Association was held

## Great Natural Wealth.

Not all, however, is left to "Nature undisturbed." The practical man will not fail to observe evidences of the natural wealth and large resources. The contemplated waterfalls, the vast stored-up energy that may yet be turned to "power," the silver lead mines of the Stoen and Lardner, the copper and gold properties of the Le Roi, Granby and other mines, the smelters at Trail, Nelson, Greenwood, Grand Forks and other points, the iron properties at Kitchener, the vast coal deposits and coke ovens of the Crow's Nest country, the forests as yet but skimmed, and

its infancy. Within the past two years, however, we have shown that we can produce as fine apples here as in any part of Ontario or in the northern States. Peaches are also grown to per-



BAKER STREET, NELSON.

the fertile valleys awaiting settlement, require only time and capital to develop them, and render this one of the wealthiest as it is one of the most beautiful countries in the world.

## Produces Fine Fruit.

Only of recent years, however, have the possibilities of the country surrounding Nelson as a fruit growing district been realized; but the many orchards which can now be seen along the sunny slopes and shores of Kootenay lake and the outlet to the Columbia river bear evidence that this industry, though as yet in its infancy, is on the way to

fection, and I feel quite confident in asserting that the quality of the small fruit produced, such as raspberries, currants, gooseberries, strawberries and black currants, is superior to any produced elsewhere on this continent. I find that I can grow such vegetables as sweet corn and tomatoes just as well as I could in Virginia. We can grow potatoes to perfection, and the "Champion of England" and "No plus Ultra" peas reach a height of eight feet in my garden. I have not found irrigation necessary, and this adds much to the superior quality of all our fruit. "From a commercial standpoint, the Kootenay lake fruitgrower has a great

sandy loam, with a clay subsoil, and is very productive. He will be surrounded by beautiful scenery, and the shooting and fishing is the best to be had anywhere in the interior. I have no land to sell or other axes to grind, but simply state facts as I have found them. Due to my professional position as a railway construction engineer, and while making an inspection of the line in 1903, I have had occasion to live in many sections of this country, and have



PEARS GROWN AT NELSON.

travelled from the Atlantic to the Pacific, and from Florida to the Far North. Whether I have been in Europe or America I have always taken great interest in fruit-growing, and my hobby, but nowhere in my experience have I had such splendid results as in my garden and orchard on Kootenay lake, directly opposite Nelson.

## What Professor Mills Said.

Professor Mills, of the Guelph Agricultural College, who visited Nelson last fall, was delighted with what he saw, and stated that "nowhere had he seen finer fruit, and he believed that the Nelson district produced fruit 'unexcelled even in the famous Niagara district of Ontario.'"

The Nelson Agricultural Association under the able management of its energetic secretary, Mr. J. E. Annable, has held several successful exhibitions, such

as Tomatoes and corn are grown here, equal to any in the Southern States. Flowers succeed wonderfully well in this district, and the brilliancy of the leaves and gardens of Nelson are the subject of favorable comment on the part of all visitors to the city.

## A Growing Market.

Being the nearest fruit-growing section to the great Northwest Territories and Manitoba there is a growing and convenient market where the highest prices should always be obtained. Nelson strawberries have realized the best prices in the Winnipeg market.

The Nelson people, however, are getting aggressive and feel that they should sell all manner of fruits as far East as Ontario, and there compete with the local growers. This is evidenced by the fact that arrangements have been made with the C. P. R. to run a special



BONINGTON FALLS, KOOTENAY RIVER.

year's surprising that of the former year, while that of last year was a revelation not only to the many visitors from different parts of the world, but even to the residents of Nelson themselves.

Soil and climate are both suited for growing the fruits already mentioned, and while irrigation is not an absolute necessity, water is abundant, as the lake is fed by innumerable mountain streams.

After the young trees have been planted two years no irrigation is needed, and this ensures a superior fruit in both flavor and shipping quality.

The production of small fruits, such as strawberries, raspberries, currants and gooseberries is easy and abundant. Fruitgrowers of experience in other districts assert that the production per

acre of fruit from British Columbia to Montreal this coming summer. As California and Oregon hold a practical monopoly on the growing of fruit on the Pacific coast, except perhaps as regards apples, many of the smaller men, crowded out by the combines in the industry in those states, are now coming to Kootenay to settle, feeling that the advantages in the freight rates which will of necessity exist in favor of that district over their old home will forever protect them against competition in the markets of the Northwest and Manitoba. The newcomers are mostly coming from ten to twenty acres, an amount considered sufficient for a fruit orchard here, but some are taking up as high as 100 or 200 acres.

Fruit lands adjacent to the city are located along the shores of Kootenay lake, Kootenay river and Shewan river, and also at Crawford bay, an arm of Kootenay lake, opposite Procter. A large tract of fruit, vegetable and pastoral lands is also at the foot of Kootenay lake, in the Creston district. At Five Forks, on the Arrow lake, is a prosperous settlement of ranchmen owning several thousand acres. There is now a movement on foot to have the home lands subdivided into 20 and 40 acre blocks, as the soil is highly desirable for fruit culture. Prices of fruit lands not cleared vary from \$10 to \$20 per acre, according to location and quality of soil. Cleared land is worth from \$25 to \$50 per acre in small holdings. With lands can be purchased in large blocks, some of which are heavily timbered, at prices ranging from \$8 to \$8.

The secretaries of the Tourist Association, the Fruit Growers' Association and the Agricultural Society, are desirous of receiving communications from those who wish for information in regard to this district, whether in regard to sport and scenery or to fruit-growing and the other industries of the district.

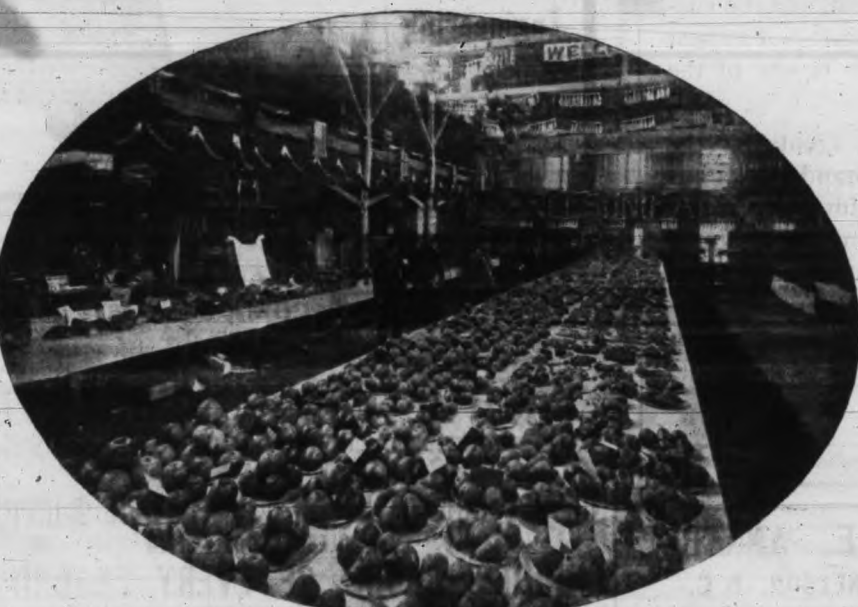


TABLE OF FRUIT AT NELSON FAIR.

have always recognized the advantage of public control of public utilities, as evidenced in the waterworks and electric light plants, and in the character given for gas works and tramway system. The present mayor, John Houston, M. L. A., was the first incumbent of the office of chief magistrate.

At the last census Nelson was given with a population of 5,549, but as this

With its macadamized streets, its well-paved sidewalks, some 14 miles length in all, its nearly 12 miles of water mains, and its miles of sewers, its gas and electric light systems, Nelson is a town that has a solidity and permanency about it that strike the observant stranger's glance.

The large number of wholesale houses established here and the excellent facilities

here in 1902, when crews from Portland, Vancouver and Victoria competed with Nelson, and the opinion expressed by the visitors was that the course was the best they had rowed over. The lake permits of a course of five miles or more.

Boating and fishing are the most pleasant of Nelson's many advantages, and many are the gas and steam launches, boats and canoes, owned by the citizens and for hire.

## A Splendid Climate.

Having an altitude of 1,700 to 2,000 feet above the sea level, Nelson enjoys a salubrious climate, the summers are never hot and exhausting, while the cool nights bring most refreshing sleep. In the neighborhood is some of the most exquisite and charming scenery. The Kootenay river below Nelson—draining Kootenay lake into the Columbia river—is for some 20 miles a foaming torrent, with here and there a quiet pool that will charm and satisfy the most enthusiastic fisherman.

The City of Nelson of today can be summed up as one enjoying all the modern conveniences of a metropolis, but the centre of a vast and only partially developed country that is tributary to it.

## Sportsman's Paradise.

Throughout the whole of this large district, the paradise of the fisherman, the sportsman, the hunter of big game, the artist and the tourist in search of beautiful scenery and refreshing climate will be found hospitality and comfort. It is a wild and rugged region and little hunted except near the towns and millings. The man who has time and muscle at his command can find large game of every kind in season. The enthusiastic fisherman can get in every hawking, sport and mountain-hemmed lake, brook that can nowhere be surpassed. The artist and lover of scenery can see amidst the mighty upheavals of Nature that have formed the mountain ranges, charms of beauty, form and color that will entrance and mystify. The mountain climber, looking for new peaks to conquer, may here find them innumerable and of difficulty more than sufficient to satisfy the most adventurous.



BIG GAME OF THE KOOTENAYS.



VIEWS OF KOOTENAY RIVER.

become a substantial one. Apples, pears, cherries, plums, grapes, peaches and all kinds of small fruits thrive exceedingly well, and in quality and appearance are not excelled by those produced anywhere else.

James Johnston, a practical horticulturist of many years' standing, president of the Kootenay Fruit Growers' Association, and president of the Nelson Agricultural and Industrial Association, has this to say regarding the new industry: "Fruit growing in the Kootenays is in

natural advantage. The prosperous mining towns in this midst give him a good local market, and this is the nearest fruit district to the Northwest Territories and Manitoba, where the finest grain is produced, but where fruit cannot be grown to advantage. The transportation companies are willing to assist the fruitgrowers' association at all times to place their produce in the consumer's hands in the best possible condition. The fruitgrower will find here an ideal home. The climate is perfect, the soil is a rich



FISHERMAN'S PARADISE—KOOTENAY LAKE.





JAMES DUNSMUIR.

## ESQUIMALT &amp; NANAIMO RAILWAY.

This railway is really the most important factor in the prosperity of Victoria and Vancouver Island, as it connects the commercial capital of the province with the immense coal, mineral and timber resources with which our island is endowed. The building of this railway was undertaken by the late Hon. Robert Dunsmeir, to whom the completed enterprise stands as a monument to his enterprising spirit, his ability to successfully conduct different enterprises, to his perseverance and tenacity of purpose, and to the energy that he displayed in carrying out his progressive policy. The E. & N. railway was begun in 1884 and its total length of 78 miles was completed and the last spike driven on August 13th, 1886. The building of the road and its equipment necessitated an expenditure of \$2,940,000, which was a very low figure when the difficulties of construction are considered. This line

gives rapid and convenient service between Victoria and Nanaimo, and adds much to the commercial greatness of these two cities and intermediate points. The scenery along this line is grand, impressive and panoramic, and unexcelled by any in the Northwest. Commercially the importance of this railway is manifested by its proximity to the mineral and timber zones of the island, and many sawmills and smelters have been established since the line tapped these natural resources. At present the railway is operated by Mr. James Dunsmeir, to whom great credit is due for his liberal policy in dealing with our merchants and business men and the introduction of modern ideas in the management of the system. Mr. Dunsmeir owns and operates the "Cumberland (Union), Wellington and Extension" mines, the products of which are shipped from Ladysmith to all parts of the "West" and "Indian" areas.

(Since the above was written the line has passed into the hands of the C. P. R.)



NELSON AGRICULTURAL ASSOCIATION BUILDING.

The efforts of the Nelson Agricultural Association in drawing the attention of the public to the fact that this beautiful city of the lake need not depend upon the immense mineral or lumber resources near at hand for its prosperity, have proved eminently justifiable. Along the slopes and shores of Kootenay lake there are agricultural and horticultural possibilities that are now beginning to be adequately appreciated. Be it known that in the immediate neighborhood of Nelson apples, pears, peaches, grapes, and all kinds of small fruits thrive most abundantly. One has only to take to the annual exhibition of the agricultural association to be convinced of this; the tempting array of fruit on exhibit being unsurpassed anywhere. These displays have won the warmest encomiums from experts who have been long in their

praise of the endeavors of the Agricultural and Fruit Growing Association and Farmers' Institute to encourage the industry. And their work is meeting with a gratifying measure of success. Orchards and farms are rapidly dotting the shores of the lake, the excellent land to be found there being exceedingly well adapted to the purposes. The climatic conditions are unrivalled, while there are expanding markets not only in the great Kootenay country, of which Nelson is the heart, but also in Manitoba and the Northwest Territory. As a mining centre, Nelson long ago sprang into prominence as a fruit growing and agricultural point it has the brightest future before it. The cut which accompanies this article is the hall in which the annual shows under the auspices of the Nelson Agricultural Association are held.

that can be got for different kinds of castings, as smaller casting is the most difficult kind to make to stand the different heats which they are put to.



One of the best known industries in Grand Forks, B. C., is that of the Boundary Iron Works, the cut of which appears above. The company, which has been running this last four years, is constantly improving the plant. Messrs. Alderman Charles Brown is an expert moulder and J. McKie is a professional pattern maker, both having a large experience in all branches of the business. The specialty of their work is mining and smelting work, having recently made a large improvement in the slag dumping pots, which they have a patent on, whereas the old style cracked and got out of shape. The new kind is a sectional pot, which lasts considerably longer and works better when being dumped. The firm turns out first class work, and uses the best of material



J. H. Hodson, a cut of whose store in the Columbia addition of Grand Forks is published herewith, is one of the oldest citizens, having been there since 1897. His store is located near to the C. P. R. depot, and also within reasonable distance of both the "Hot Air" and the Great Northern depots. He does a first-class general store business, and enjoys the confidence of all his fellow townsmen and customers. The bulk of the country business comes his way, as his place is most handy for settlers in the valley north of Grand Forks.

# BRITISH AMERICAN TRUST COMPANY, LIMITED

## GRAND FORKS, B. C.

Agents for the Sale of Fruit Lands in the famous Boundary Country.

Owners of the Town Site of Grand Forks--The Only Real Town Site Available.

The country adjacent to the city of Grand Forks offers great inducements to the fruit grower and horticulturist. The valley, which is both wide and extensive, is sheltered from the north and is ideally situated and watered. All the year through the waters of the Kettle River flow through this beautiful country, providing excellent means for irrigation when necessary.

A corporation named the British American Trust Company, whose head office, until recently, has been Grand Forks, makes a specialty of handling fruit lands and has listed some of the choicest in this growing section of Southern British Columbia.

Some of the lands for sale are planted out—some are not, but all are undoubtedly most excellently fitted for fruit growing and raising.

Grand Forks is admittedly the centre of distribution for the Boundary country, and as such, and yearly growing in importance, the market is assured for all the fruit which can be grown.

Up to date several hundred acres have been planted out, and the success attending those who have ventured has been phenomenal. The best known example is that of the famous Covert Ranch, which is one of the finest orchards in B. C.

The company referred to also are owners and selling agents for the town-site of Grand Forks. As before repeatedly stated, Grand Forks has a great future. With immense smelting, mining, horticultural and farming industries and areas to back it up, and the hitherto unopened North Fork mineral deposits now being actively developed, it is an ideal place for the business man, farmer and mechanic. Time will prove the unequalled site occupied by the city. It is really the only town-site worth the name in the whole Boundary Country and will be eventually the home of the mine operators from all over the country.

## THE DYMENT FOUNDRY CO.,

### BARRIE, ONTARIO.

Manufacturers of:  
**Engines, Boilers, Steam Feeds,  
Saw, Shingle and Lath Mill  
Machinery.**

Write us for Prices and Catalogues.

## HASTIE'S FAIR.

Few stores in Victoria give greater delight or satisfaction to the visitor than that of Mr. James Hastie, well known the world over as Hastie's Fair, 77 Government St. Victoria. A more delightful collection of articles necessary to our everyday life could scarcely be grouped together; but such is found at the mentioned store. There are supplies for the husband, the wife, the sweetheart, the lover, the school child and the baby, and none need go elsewhere for their necessities or luxuries. Here are found crock-

ery, glassware, tin and agate ware, china notions, confectionery, trinkets, novelties, toys and many other articles too numerous to mention here. Mr. Hastie, the genial proprietor, is a general favorite with the public, who extend to him their patronage in large or small orders, according to their requirements. Visitors should not leave Victoria without a trip through this wonderful store.

## MATSON &amp; COLES.

Dealers in real estate, mining and insurance. Offices on Broad street.



W. J. DOWLER, CITY CLERK.

One of the most important positions in the local civic government is that of city clerk, who is virtually the secretary of the corporation. The present incumbent of that post, Mr. W. J. Dowler, has been

## J. E. ANNABLE

### NELSON, B. C.

**Fruit and Farm Lands  
FOR SALE  
IN THE  
Famous Kootenay Valleys**

I can sell you choice fruit lands in 10, 20, 40, 80 or 160 acre blocks at

GROUND  
FLOOR  
PRICES

I have nice fruit lands across the lake from Nelson only one mile from the city. I have choice lands in the famous

CRAWFORD BAY

DISTRICT

ON KOOTENAY LAKE  
ON KOOTENAY RIVER  
ON SLOCAN LAKE  
ON SLOCAN RIVER  
ON ARROW LAKES  
ON COLUMBIA RIVER

IN FIRE VALLEY  
AND CRESTON

districts, and several partly improved farms. Wild land suitable for stock ranges, and timber lands that I have cruised myself. Write me for free pamphlet and terms of payment.

## J. E. ANNABLE

### NELSON, B. C.

intimately associated with the affairs of the municipality for sixteen years, and it can truly be said that the administration of his department has been highly satisfactory. All documents of an official character pass through his hands, and his name appears upon all municipal contracts, indentures, addresses and notices. It is here that all the records of civic law-making are kept, while the department is also a sort of general information bureau on matters municipal. Mr. Dowler's wide experience along this line and his grasp of the multifarious subjects that come before the council, render him a very useful factor in the official conduct of the city's interests.



2-TON MINE ORE CAR.

## ROSSLAND ENGINEERING WORKS

CUNLIFFE & M'MILLAN

## MANUFACTURERS OF

Ore Cars, Mine Cages and Skips, Cage Chairs, Ore Buckets, Hoists, Boilers, Tanks, Air Receivers, Wheels and Axles, Iron and Brass Castings of all kinds.

Dealers in Engines, Boilers, Pumps, Pulleys, Shafting and General Mill Supplies. Wire Rope Carried in Stock. Machinists, Boiler Makers, Iron and Brass Founders. Manufacturers' Agents.

Try our Ore Cars. We are the Largest Manufacturers in British Columbia.

OFFICE AND WORKS, THIRD AVENUE,  
NEAR R. M. RY. and C. P. RY. DEPOTS

Rossland Engineering Works,

ROSSLAND, B. C.



2-TON MINE SKIP.

## WASHINGTON RUBBER CO.

SEATTLE, TACOMA and SPOKANE  
ESTABLISHED 1890

Selling Agents for

## PACIFIC COAST RUBBER CO.

SAN FRANCISCO, Cal. PORTLAND, Ore.; SEATTLE and TACOMA, Wash.

OLDEST RUBBER HOUSE in the PACIFIC NORTHWEST  
WHOLESALE DEALERS IN  
RUBBER GOODS OF EVERY DESCRIPTION

While visiting the Fair call at our Portland store  
**41 and 43 FIRST STREET**  
AGENTS

GOODYEAR GLOVE CO.'S APSLEY and HUDSON

## RUBBER BOOTS AND SHOES

RUBBER and OILED CLOTHING  
DRUGGIST'S UNDRIES  
RUBBER and LEATHER BELTING  
HOSE and PACKINGS  
GUTTA BALATA BELT

By actual experience has proven itself to be the Best Belt for Side and Cylinder Heads on Planers; there also is none better made

## FOR SHINGLE MACHINE WORK

If you have LEATHER BELT troubles, avoid same by using

J. B. HOYT'S

pure oak bark tanned, short lap

## SPECIAL WOOD WORKING LEATHER BELT!



We are Agents for the

## Keasey Wood Split Pulley

See the Point?

Malleable Iron Hub

## ELECTRIC HOSE

Made on a new principle; it is the best for all purposes; water, steam (none like it for use on Klondike Thawing Machines) and Air Drill purposes. The only Hose made in continuous lengths! Will stand more abuse than any other hose on the market.

EUREKA SEAMLESS HYDRAULIC MINING HOSE.  
LONG LIFE SUCTION HOSE FOR HEAVY WORK.  
IMPERIAL JACKET FIRE HOSE.

GARDEN HOSE AND FITTINGS—ONE OF OUR SPECIALTIES.  
HEADQUARTERS FOR FIRE APPARATUS OF EVERY DESCRIPTION  
UNDERWRITERS' FIRE EXTINGUISHERS.  
THE H. W. MIX FIRE EXTINGUISHERS.  
WOOD AND STEEL HOSE CARTS AND REELS.

## PACKINGS

Write to us for catalogue and samples of the High Grade Norton's Packings, manufactured in our San Francisco Factory. We are also agents for the well known F. P. P. Packings and others.



# B. C. Copper Company

Operates Large Mines and Smelter in Rich Boundary Country—Interesting Description of Very Up-to-date Plant



VIEW OF EMMA MINE

**T**HE SUCCESS attending the mining of low grade ores in the Boundary country is attributable to two very important factors, cheap and economical mining and the most up-to-date and economical smelting. That these fixed charges have been brought down to the lowest possible level consistent with good work, is exemplified in the magnificent returns being made out of ores, which, on the whole, do not average quite \$5 a ton.

There are three companies mining on a large scale in the Boundary country, namely, the Granby Consolidated, whose mines are at Phoenix, and whose smelter is at Grand Forks; the Montreal & Boston Consolidated, whose smelter is at Boundary Falls, situated on Boundary Creek, about four miles below Greenwood, and whose mines are mostly at Phoenix; and the B. C. Copper Company, Limited, with whose smelter and mines this article is to deal.

For information used, the Times is indebted to E. Jacobs, editor of the B. C. Mining Record, whose article in last September issue has, by permission of Mr. Keffer, the B. C. Copper Company's manager, been freely used.

The British Columbia Copper Company's smelter is situated at Anaconda, a suburb of Greenwood city, on the Columbia & Western branch of the C. P. R. railway. The works were originally designed and constructed in 1899-1900 by Paul Johnson, E. M. The company itself was registered as an extra provincial company on April 28th, 1908, shortly after its organization in New York, U. S. A. The authorized capital is \$2,000,000. The directors are: F. L. Underwood, president; R. H. Eggleston, secretary-treasurer; C. G. Bartlett, C. H. Burke, J. C. Reiff, W. W. Trimpi and John Weir.

The company's mining properties are mostly situated at Deadwood camp, up to which a spur runs from the C. & W. railway, starting a few yards south of Greenwood station. The claims owned are as follows: Mother Lode, Primrose, Offspring Sunflower, Tenbrock and Don Julio, in Deadwood camp; the Emma, Minnie Moore and Junio, situated at Summit camp, where the Great Northern and C. P. R. branches to Phoenix cross each other. In these last three claims the Hall Mining & Smelting Company, of Nelson, has a one-fourth interest.

The bulk of the ore treated is obtained from the Mother Lode, which was staked on May 28th, 1891, by William Mc-

Cormack, and the location recorded in the name of himself and two others. The location was made under the old law, under the terms of which claims were 1,500 feet long and 600 feet wide, but owners could follow the vein laterally as far as workable, no matter whether the workings extended under other locations or not. The Mother Lode was bonded in 1896 by Col. John Weir for himself and other New York men, who subsequently formed what was known as the Boundary Mines Syndicate, which owned and developed the property until the organization of the present company. The other claims named have been acquired at different times since.

The Mother Lode is one of many immense ore deposits found in the Boundary country and worked by "glory holing" or huge open cuts or quarries. In the Mother Lode these quarries are connected with the main tunnel, which is at the 60-foot shaft level, by raises, or connecting shafts through which the ore from the upper workings is gravitated to the tunnel and from there in 5-ton skips is hoisted up to the head of the main shaft, crushed and stored in the ore bins, from which the ore is loaded into ore cars and hauled to the smelter.

At the Mother Lode there are a series of quarries which have been extended, and there are at present six raises to them from the main tunnel. As far as possible the tops of these raises are maintained funnel-shaped, so as to reduce to a minimum the handling of the ore. While the pits remained barren it was an easy matter to remove shallow or very poor rock by loading it into cars and tramping to waste dumps, but as the funnel system developed it became quite inadvisable to remove any except large bodies of waste, for the cost of removal had become greater than the cost of smelting. Experience has shown, however, that the detrimental effect of these smaller bodies of waste has been more than offset by the improvement in the general run of the ore body, due to lesser quantities of partially leached surface rock being included. Average copper contents of ore mined in 1904 were appreciably higher than ore mined during the two years previous. In places, however, large dykes of epidote and alkali porphyry, and occasionally isolated bodies of limestone, occur, which are removed by blasting into the raises, all of the ore having been previously drawn.

At the head of the main shaft up which all the ore is hoisted, there are two Jencks-Farrel crushers, each crusher having a jaw opening 2 feet x 3 feet.

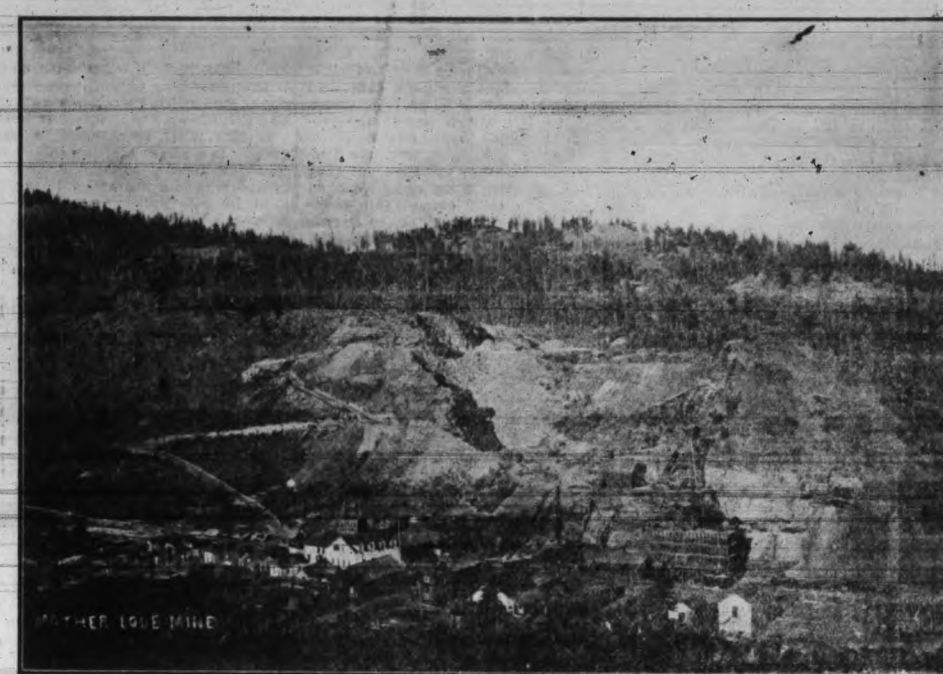
These crushers are driven by a pair of 100 h.p. engines, so arranged that either engine can drive either crusher, by which all chances of stoppage from breakdown of either crusher or engine are eliminated. The crushed ore is conveyed by a Robins belt to the main ore bins. All hoisting and crushing machinery, as well

ings have been extended and deepened. That is to say the proportion of iron oxide ores to the whole ore body has sensibly diminished, there being no great change in the amount of other base. Whether or not this reduced proportion of base to acid ore is to be permanent, it is at any rate in the case of the Mother Lode mine impossible to predict. Long experience in mining these deposits has shown that it is not possible to make safe predictions as to occurrence of zones of mineralization, new ore bodies frequently having been found in unexpected places. On the 200-foot level of the mine there has been found considerably less oxide of iron than in either the quarries or the 300-foot level. The iron oxides of this latter level are uniformly of higher grade than those of the quarries, carrying more copper and gold, and they do not appear to be directly connected with the upper deposits, although this is not absolutely proven.

The mine employs 100 men, and the average weekly output is 4,000 tons.

The company's smelter, at the time of writing, has a capacity of about 700 tons per day, with two furnaces running, but plans are in an advanced stage for the installation of two more furnaces, which will give the maximum treatment capacity of about 1,500 tons, which was the figure aimed at when the works were originally planned.

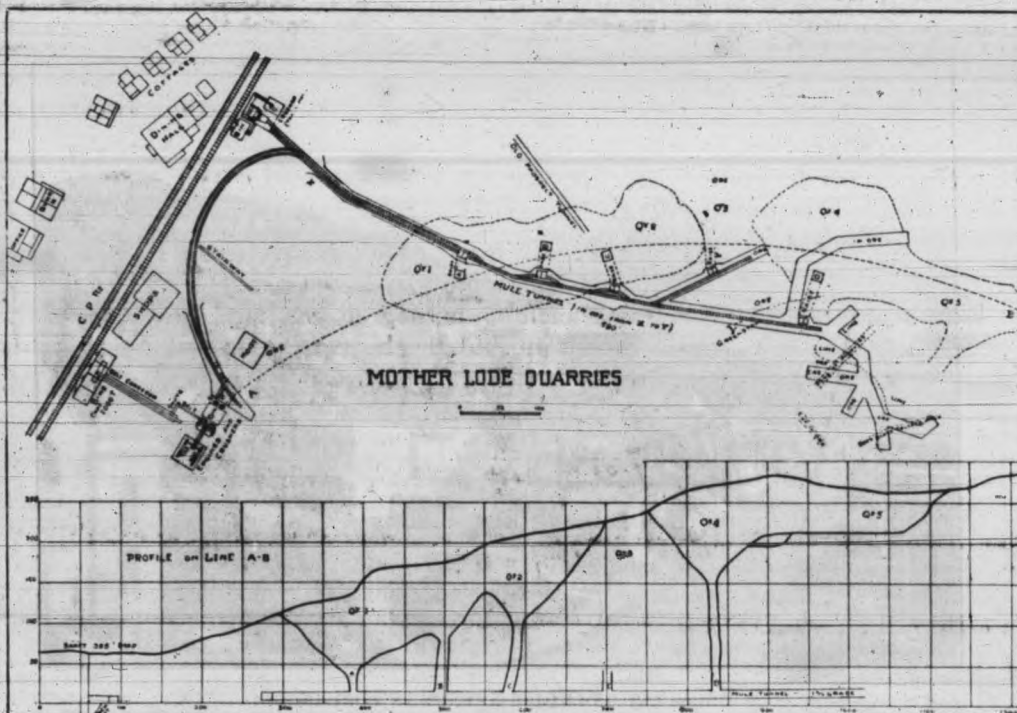
The first furnace was blown in on February 18th, 1901, and the second was completed in the spring of 1902. In 1904 a Bessemerizing plant was added, designed and installed by Mr. J. E. McAllister, the smelter superintendent. Being on the Columbia & Western branch of the C. P. R., the smelter has rail connections with Roseland, Trail and Nelson to the east and Midway to the west. As already stated, the branch to the Mother Lode joins the main line at the company's works. Connecting tracks have been constructed at three levels, a double track over the upper ore bins for the delivery of ore to be passed through the sample mill, a triple track over the smelter mixture bins and above the fuel yard, and a single track below the converter building for the delivery of stores



FAMOUS MOTHER LODGE MINE.

brick lined in part and arched with brick. It rises 76 feet 6 in. to the base of a circular brick stack, 121 feet high, the inside diameter of which is 12 feet, and so placed that the smelter smoke is almost invariably carried, if not up the Mother Lode gulch, to the west of the town, clear over the city. It is a rare occurrence for any smelter smoke to be detected in the atmosphere of the city of Greenwood.

The lower part of the blast furnace



PLAN SHOWING MOTHER LODGE QUARRIES.

as machine drills, are operated by compressed air, piped from a central power plant.

Two boilers situated near the crushers and hoist are available to furnish steam on short notice should the compressor machinery break down, thus guarding against stoppages from this cause.

From a smelting standpoint, the ores of the large Boundary properties have, as a rule, grown less basic as the work-

and shipment of the blister copper, which is shipped to the eastern states to be refined.

Starting at the top the works may be described as follows: The ore bins, of which there are six, come first. Each has a capacity of 500 tons; they are built in two parallel rows; an elevated tramway connects them with the sample mill building, which is a three-story frame structure, 70x55 feet and 58 feet high to the eaves. The full capacity of this building when the present enlargement is completed will be 1,500 to 1,800 tons, although at present the capacity is not much more than half that amount. The building was built large enough to allow room for three sets of sampling and crushing plant, at present but one is in place. This comprises three Gates rock crushers of different sizes, one pair Cornish rolls, one sample grinder and three automatic samplers. The sample mill has been constructed on the automatic principle, with samplers designed to avoid elevating the material before crushing. Under this arrangement only two or four per cent, as desired, has to be elevated, the great bulk going to the discard bins. The lowest floor of the sample mill building is two feet higher than the top of the lower or smelter mixture ore bins. There are two sets of these bins, each twelve in number in four parallel rows, the whole giving a storage capacity of about 8,000 tons. They are crossed by three parallel railway tracks, over which the bulk of the ore from the Mother Lode mine, which, as explained, is crushed at the mine, and therefore does not have to be passed through the smelter sample mill, comes to be dumped into the lower bins.

All smelter dust is carried by a conveyor for the sake of readers who have never seen one of these most interesting works, have what is called a fine dust chamber, so arranged that the dust from the furnaces is collected therein, as it contains a considerable quantity of the metal values of the ore smelted. This dust is cleared out of the chamber regularly, briquetted, or made into bricks, and in turn treated with the regular ore shipments. The fine dust chamber at the Greenwood smelter is 12 feet wide by 14 feet high and 620 feet long. It has thick masonry walls,

house is constructed entirely of stone work and steel, and the charging floor is of cast iron plates. The building is 45 feet long by 59 feet wide, and by the end of the present year it is expected that there will be four furnaces at work. There are now two, which are water-jacketed stack furnaces 42 inches wide by 150 inches long, inside dimensions at top of which there are ten on each side of 3½ in. diameter.

At one time the company granulated all the slag, but as dumping ground became filled the slag was, and is, hauled away in a moisten state in large dumping pans, each with a capacity of five tons, and each hauled by an electric locomotive.

The engine and blower house, 60 feet x 45 feet, contains two No. 7½ Cornersville blowers, the high pressure cylinder of a compound condensing Reynolds-Corliss engine, 16x35 in., rated at 150 h.p., with 100 lbs. steam pressure, and an electric light dynamo with direct connected engine. In the adjoining 45x40 feet boiler room there are three horizontal return tubular boilers, 66 in. x 16 feet, each of 100 h.p. and equal to a steam pressure of 130 lbs. Space was originally left for doubling the steam plant, but as the company is now using the Cascade company's electric power this will not be done.

The blast for the converters is furnished by a Nordberg blowing engine with a cylinder 40 in. diameter and 42 in. stroke, having a capacity of 5,000 cubic feet of air per minute, at 121 lbs. pressure. The compressor is operated by a rope drive, the flywheel being 18 feet in diameter and power furnished by a 300 h.p. variable speed motor, operating at 2,000 volts. The furnace blowing engines are driven by two 100 h.p. electric motors. All other machinery about the works is also electrically driven.

The company built its own transmission line, with two independent 3-phase circuits, to connect with the Cascade Power Company's sub-station at Phoenix, nearly five miles distant. This line terminates at the smelting works in a brick sub-station containing a step-down transformer from 20,000 to 2,000 volts of 1,000 horse-power capacity. The alternating current is transmitted at 2,000 volts to the power-house, in which are transformers with a further step-down to 550 volts.

The Bessemerizing plant referred to turns out the product 90 per cent, blister copper, instead of 45 per cent, copper matte as formerly. This plant consists of two converting stands, equipped with five shells of the trough 45 in. x 84 in. in diameter and 126 feet long. The converters are tilted by power supplied by a hydraulic accumulator.

For the purpose of conveying the molten matte from the blast furnaces to the converters, and for moving the shells from their stands to the refining platform, an electric travelling crane is used. Four motors operate this crane, which is equipped with a main hoist of 40 tons capacity and an auxiliary hoist of ten tons.

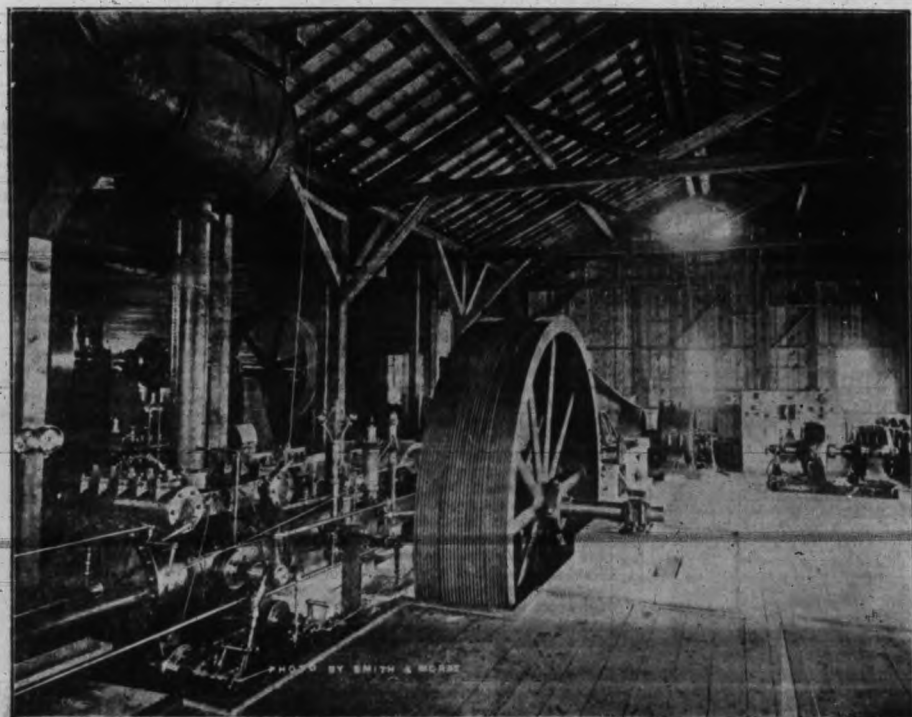
The fumes from the converters are

taken off by an independent stack, having first passed through steel boxes at the back of the stands, a suitably-shaped steel flue of 20 square feet cross-section, and finally a brick chamber of 285 square feet cross-section, in order to collect the fine dust, before being conducted into the stack.

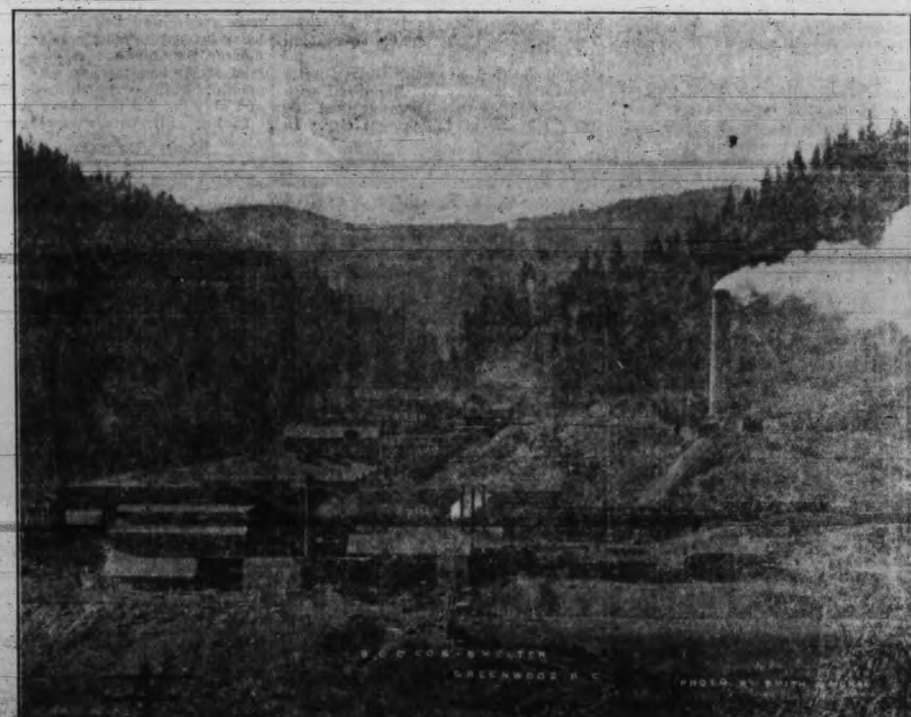
The converting plant is housed in a steel building, 46 feet x 90 feet, with a lean-to of 60 feet x 30 feet. At one end of this building is located the refining machinery. The silicious ores used for the linings pass directly from the sampling mill, through a 7x10 inch Blake crusher, and a set of 24 inch rolls, into a bin, from which chutes lead to a 7-inch Carlin mixing pan. The clay used as a bond for the silicious ores of the lining is delivered by similar means into the pan which automatically discharges the mixed product, ready for tamping, in front of the converter shell.

Prior to the installation of the above described Bessemerizing plant the copper matte produced at this smelter had to be sent elsewhere to be converted into blister copper. Now this work is done on the spot, and in making provision for it the B. C. Copper Company has advanced another stage in the progressive policy it is steadily pursuing. The total tonnage of ore treated at this smelter during nearly four years and a half has been in operation is between 700,000 and 750,000 tons. Mr. J. E. McAllister has been in charge since the early part of 1903, after having been for some time assistant superintendent at the Tennessee Copper Company's smelter at Copperhill, Tennessee, U. S. A., and his modern and economical metallurgical practice has been the chief factor in making the smelting works a commercial success.

The general manager, Mr. Frederic Keffer, has been in charge of this enterprise from the time he commenced prospecting operations for Col. Weir and his associates in the summer of 1896, so that he has been intimately associated with the development of the Mother Lode group into one of the big copper producing mines of Canada. His enthusiasm and zeal in times of difficulty, as well as when results were more encouraging, were mainly instrumental in bringing about the success that eventually attended his company's undertaking. The Boundary district owes its present prominent position in the copper mining industry to the earlier acquiring efforts of its pioneer mine managers, conspicuous among whom is Mr. Keffer, with his longest record of continuous work in the district among the many who have during the last ten years had charge of one or other of its mines.



POWER ROOM GREENWOOD SMELTER.



B. C. COPPER CO.'S SMELTER, GREENWOOD.



Is Heart of a World-Famous Mineral Region—The Great Mines About It.

# Rossland, the Golden City

Story of Its Birth and Rapid Growth Reads Like a Romance.

**T**HE City of Rossland, one of the largest and certainly one of the most important of the great possibilities of this western province.

Forty years ago, the Dawson trail, laid out by the then government under the direction of an honored citizen of Victoria, and at one time a Lieutenant of the province, Hon. Edgar Dewdney, was constructed, and among other parts ran through the Trail Creek district. The creek was named Trail Creek, and the gold-bearing rocks, and is not so very far from the site of Rossland.

In the year 1887, two prospectors, George Bowerman and George Leyson, left Rock Creek, Kettle river, and making their way eastward, struck some good looking ore in this locality. The claim was the same as is now known as the Lily May. After uncovering the vein they returned to Rock Creek with samples, which, when assayed, gave values of about 250 ounces silver to the ton. This had caused quite an excitement, resulting in the opening up of the mine later on. At a depth of twenty feet, however, the vein petered out, and the property was thrown up. Leyson left the country, but subsequently Bowerman held various positions in the present camp, one particularly as foreman of the Mayflower mine, which is within sight of his old find, the Lily May.

The Lily May was again operated during 1889-90 by Oliver Borden and Newton Hoover. Two of Borden's employees, Joseph Morris and Joseph Bowerman, left his employment, turning Borden's absence at Nelson, and struck out on a prospecting tour. They first discovered ore on Red Mountain, and in July, 1890, staked in one day the Le Roi, War Eagle, Centre Star, Virginia and Idaho claims. The first three of which are today the leading mines both in actual value, development work, and as an indication of the province. They certainly have done more to advertise the mineral resources of the province than any other group of mines, have been no small factor in the present prosperity of the city of Spokane. To this day, the leading business men in this city will point to block after block of magnificent buildings and say: "Rossland mine money built that."

Having staked the claims named the two prospectors set out for Nelson, then the only recording office in the district, and offered Mr. E. S. Topping his choice if he would pay the cost of recording the five claims. He had the samples of ore assayed by the late G. E. R. Ellis, of Nelson, with the following results: Le Roi, \$38, gold; War Eagle and Centre Star, \$24, and Virginia, \$10. Mr. Topping accepted the offer, and on account of the high assay value, the Le Roi claim had been understood that the first three named were on the same vein, and under the existing law no one man could stake two claims on one lead.

Mr. Topping came to Red Mountain prepared to open up his property. He had the claims carefully sampled, and then went to Spokane, taking with him a splendid lot of samples and the assays. In Spokane Mr. Topping managed to get a syndicate headed by Mr. Oliver Durant to take a bond on a 16-70th interest in the claim for the sum of \$16,000.

Prospectors Rich to Rossland. This news caused an influx of prospectors from Nelson, and the following claims were staked: Mount Christ, Iron Horse, Eagle, Iron Horse, St. Elmo, Mountain View, Cumberland, C. & C., Consolidated, St. Elmo, Kootenay, Zeller, Iron-Git, Gopher, Georgia, Pride of Trail Creek, Cliff and Mayflower. One from the latter claim resulted in 120 ounces silver and \$12 in gold.

Soon after leaving the Le Roi, Mr. Durant managed to open up the same vein with E. J. Kelly, foreman. During the winter of 1890-91, the syndicate bought Mr. Durant's interest, Mr. Durant sold his share also, and took an option on the Centre Star from the two original locators, Morris and Borden.

In the fall of 1891, the first shipment of Le Roi ore was sent out of the camp. It amounted to seven tons, and was packed on to the Columbia river on mules' backs and from there shipped to one of the Butte, Montana, smelters. The returns showed values of copper and gold amounting to \$81,000 to the ton.

With the exception of a small shipment from the Iron Horse which gave \$23 to the ton in gold and a few tons

from the Centre Star in 1892, no further shipping was done for some time. In that year a fine body of ore was struck in the Le Roi, which aroused the prospectors to be a mine beyond doubt.

Mr. Durant and his partner, Mr. Topping, bonded the War Eagle, but they threw it up after doing some work on the claim. In 1893 it was again bonded, this time to Mr. Pugh of the Pyrite Smelting Company, of San Francisco. An expert named McMillan was sent to report on the property, and his report not only condemned the War Eagle, but his whole camp. On account of this Mr. Pugh threw up his option.

It was again bonded the same year (1893) to Messrs. Wakefield, Roberts and Coghlin, and these gentlemen in March, 1894, took Percy Clark and his associates into the bond.

Meanwhile, in 1893, work was steadily progressing on the Le Roi and the company built a road to Trail landing, the site of the present city of Trail, for the purpose of hauling machinery in and ore out of the camp. In this work they received substantial financial assistance from the local government.

**Le Roi Began Shipping.** In August of that year the road was completed, and the Le Roi began shipping. Brig. Atkinson doing the hauling. The mine has been shipping ever since, and there is enough ore in sight today to keep the owners busy for very many years.

In 1893 the Josie, through Frank Loring, was bonded to Percy Clark, on the strength of some assays running as high as \$10. Mr. Clark, however, could only get \$8, and claimed the samples should have been sent to him. Mr. Clark took the bond off his hands and with Sonoma Bros., of Kellogg, Idaho, in with him, commenced work on the property. In the fall of 1894, after carefully sampling the dump and obtaining values of \$20 gold, Joseph L. Warner bought the property and shipped 80 tons of ore to Tacoma. From this shipment he obtained a return of \$34 a ton.

In the summer of 1894 Percy Clark had a systematic survey made of the War Eagle, from which it was found that the tunnel had left the ledge, and instead of following the trend of the vein southwest, had been driven due east. After cross-cutting for 70 feet the vein was struck, and the War Eagle proved a mine.

In December, 1894, Percy Clark paid off the bond on the War Eagle, Iron Horse and Virginia (the price paid was \$23,000), and entered into a contract with the East Helena Montana Smelting Co. to ship them 1,000 tons of ore a month. The purchase of the War Eagle caused considerable comment, and resulted in a splendid advertisement for the district. A stampede of prospectors followed, and by March, 1895, every foot of available ground was located.

Eighteen ninety-five was a year of great activity and witnessed the resumption of work on the Centre Star. Perhaps the most important event of the year was the satisfactory conclusion of a contract made by the Le Roi Company, with F. Augustus Heinze, for 37,500 tons of ore to be delivered on the dump with an option of double that amount. Mr. Heinze agreeing to treat it at \$11 per ton, \$9 for smelting and \$2 for hauling. This contract resulted in the erection of the Trail smelter, subsequently purchased from Mr. Heinze by the C. P. R. Co. In 1897, together with the narrow gauge road, now the C. P. R. branch from Robson to Rossland.

The year 1896, while it showed the wonderful richness of the Trail Creek district, also proved a serious drawback to the camp on account of the immense number of "wild-coats" located and financed. However, in spite of all, two railways were completed, the Columbia & Western in June, and the Red Mountain branch of the Spokane Falls & Northern from Northport, in December. From that date on the camp has steadily prospered. In 1898 the Le Roi was purchased by the present English company, and to-day under the able management of A. J. McMillan is apparently on the highway to being a dividend-paying concern.

**Man Who Christened Rossland.**

The present townsite and name of the city is due to the faith Ross Thompson had in the district. In 1891 he came from Bonner's Ferry, Idaho, on account of not being able to collect his wages for work done at a sawmill there. After prospecting he was so impressed with the possibilities that he pre-empted 100 acres, the site of the present city. In

May, 1892, he built a log cabin on what is now known as Columbia avenue, and the Clifton hotel, corner Spokane street and Columbia avenue, was also erected.

In May, 1894, he obtained a crown grant. Immediately afterwards, having traded an interest to John R. Cook, the ground was laid out as a townsite, J. Fred Ritchie, land surveyor, of Nelson, doing the work. The town was first named Thompsonville, but subsequently the name was changed to Rossland, and Judge William Melville Newton was made agent for the sale of lots.

Lots first sold at \$30 each; David Suss being the first to build. This building was on the site of Hunter Bros. store, Thomas Miller and John McDonald following with a hewn log building on the site of the store at present owned by Theodore Bros. druggists. The first building was used as the post office, and the latter as the government and mining recorder's office. From that date on, buildings were rapidly erected, and by the 1st of January, 1895, the town contained fifty buildings and a population of about 200. Lots increased in value, although property on Columbia avenue at this time changed hands at \$75 a lot.

In February the building boom commenced, and in this month Rossland's first paper, the Record, started. Two issues were published in Northport before the machinery could be hauled to Rossland, the owner, Eber C. Smith, not being able to get teams on account of the immense quantities of lumber being hauled for building purposes.

**Newspapers Appear.**

On March 2nd another paper made its first appearance, named the Rossland Miner, and was housed in Ross Thompson's cabin. This paper has stayed right with the city, and is today a really bright daily—four pages, seven columns—containing the Associated Press dispatches and good reliable mining news.

In the first issue of the Miner the following appeared: "Rossland has already four hotels, three restaurants, three general merchandise stores, three fruit and news stores, two barber shops, one bath house,

one bakery, one tin shop, one blacksmith shop, one shoe maker shop, three doctors, one lawyer, one land surveyor, one custom house, two saw mills, two newspapers, and either a real estate agent or a constable. Justice is dispensed by one justice of the peace, and straight whisky by four bartenders. The town is orderly, and there are already more than enough children to start a school." The Miner—that period was owned by Messrs. John Houston from M. P. L. and Sawyer and Duke, of Nelson. David B. Bogle was the editor. The Miner in its original dress was a three-column eighth page paper, and had the distinction of being printed on book paper. For many months the Rossland Record and Rossland Miner had the journalistic and job printing business to themselves. Well and ably too did they cover the field.

In July still another paper, called The

Rosslander, was issued by W. L. Pratt, who moved the Prospector plant from Kasko, New Denver and Three Forks, each of which places had the short-lived, and failed. In April, 1896, he sold the paper and plant to Jones & Northey. Mr. Jones is now in Nelson doing a good business.

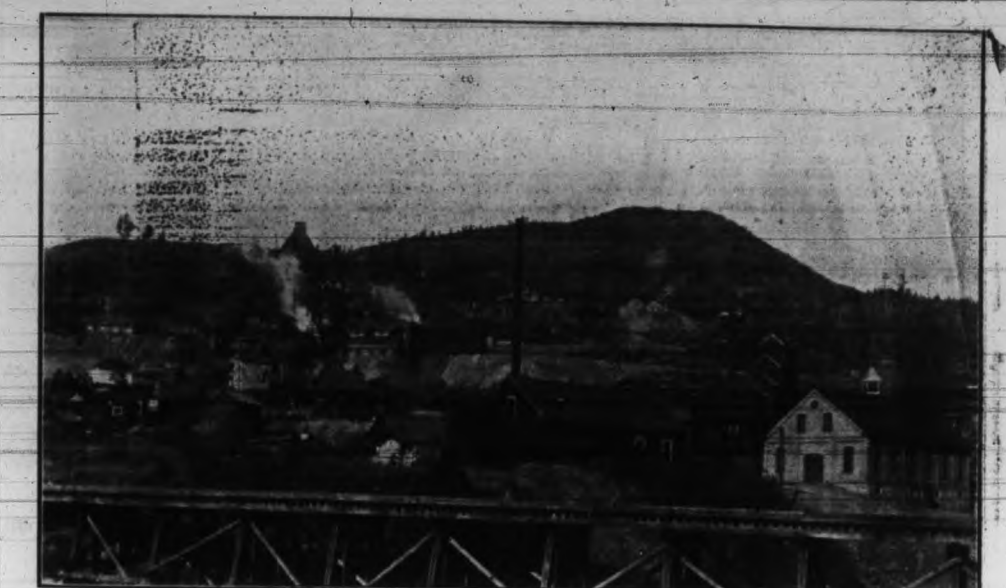
**Many Buildings Were Erected.**

Very many buildings were erected in March, 1895. The Nelson Sawmill Company erected a sawmill at Trail and this, with one operated by Louis Blue, and one at Northport, relieved the lumber famine. In this month Rossland's first brewery was built, "Spud" Murphy commencing operations by turning out fifteen barrels a day.

The recording office for the district, which up to the present time had been located at Trail, to the great inconvenience of every mining man, miner and prospector in the district, was moved to Rossland, and Wm. Newton was temporarily appointed recorder. However, his arbitrary methods of doing business for miners and prospectors demanded a change, and the appointment of John Kirkup as recorder and government agent gave general satisfaction. The recording office was at once moved from the custom house to McDonald & Miller's log building at the east end of Columbia avenue.

In January the Dominion government made Rossland a sub-port of entry to the port of New Westminster. W. S. Jones was appointed collector. At this period the government strenuously objected to opening a customs office there, averring that the office would not pay running expenses. It was only upon the management of the War Eagle Company agreeing to pay the collector's salary that the office was opened. For a period of four weeks Rossland's collector was without an office building and obligingly did business at all hours of the day and night to accommodate the merchants and business men of the town.

Several hotels were erected in July, August and September, the most important being the Allan, which cost Mrs. King (then Mrs. Allan) \$4,500. It was



WAR EAGLE AND CENTRE STAR MINES, ROSSLAND.

R. W. Geiger, P. R. McDonald, W. M. Cunliffe, L. A. Campbell, Thomas Embleton and John Martin.

The members of the board of school trustees are: H. P. McCann, Dr. D. Kerr, P. R. McDonald, W. J. Nelson and A. C. Galt.

J. E. Hooper is assessor and water-works superintendent; W. J. Nelson, police magistrate; Thos. H. Long, chief of police and sanitary inspector; D. Guthrie, chief of the fire department; Dr. H. P. McKenzies, medical health officer; W. H. Wallding, auditor, and C. E. Gillan, city solicitor.

Today Rossland is a comfortable and prosperous city of about 5,000 popula-

tion. The streets are well graded and sidewalks laid to all the residential portions. The city possesses an excellent water system and electric lighting plant. In Good Financial Condition. Financially the city is in excellent shape, as the following figures will prove: Receipts for year ending December 31st, 1904, from all sources, \$85,922.75; expenditures, \$12,337.35; balance of cash on hand, \$1,585.40. As there was a deficit at the beginning of the year of \$3,021.56, the city collected \$5,206.60 more than was spent on general account.

The waterworks shows an equally gratifying result, the receipts for the year being \$25,827.77, and the expenditures \$13,333.37, which left a handsome balance out of which an overdraft of \$12,494.40 was paid, leaving a few dollars in hand to start the year 1905.

The general balance shows assets of \$32,769.54, with liabilities \$108,027.78, less, which proves the excellent financial condition of the city.

Rossland possesses four banks, viz., the Bank of Montreal, the Bank of Victoria, the Royal Bank of Canada, and the Bank of Toronto. The following churches are also represented: Anglican (St. George's), Baptist (First), Methodist, Presbyterian (St. Andrew's), Roman Catholic (Sacred Heart), Salvation Army.

Where in British Columbia is there a better appointed club than at Rossland? Mr. Fraser, manager of the Hotel of Montreal, is president, and all the members from the president down endeavor to make the stay of visitors as pleasant as possible.

Rossland also possesses an active Board of Trade, the secretary of which is Mr. A. B. Mackenzie (an old insurance player from New Westminster and well known in Victoria), to whom the Times is indebted for much of the foregoing information. Mr. McQueen, city clerk, also provided much useful data.

**Review of Past Year.** The following extracts from the report of the president of the Rossland Board of Trade for the year ending 1904 will prove interesting.

"Many questions of public interest and importance received your attention and consideration in the past year, during which time I had the honor of occupying the office of president of the Rossland Board of Trade.

First in importance was the question of securing a supply of water, not only sufficient for domestic purposes, but also ample for the demands likely to be made by concentration works, which it is the earnest desire of this board to see established within the city limits, and as close as possible to the particular mines contemplating the erection of works for the treatment of ore of a grade too low to ship in the crude state to smelters. Having this end in view, and after much discussion, it was decided in September last to recommend to the city council the advisability of placing the management of the water supply in the hands of commissioners to be elected by the people for a longer period than there is any guarantee of when the matter is dealt with by a council elected for twelve months only, for in the latter case, no sooner do the aldermen master the details and decide upon a course that appeals to them as being best, than they realize that they will not have time to carry the plan to completion, and hesitate commencing a policy that may be reversed by their successors in office.

"The question of such concern to the people of this city that it seems superfluous to add anything to what has already been said; yet I desire to point out that if concentrators are built at the mines, not only does the community derive the direct benefit resulting from the employment of those engaged in the plants, but a much greater benefit by reason of doing away with the cost of conveying the ores to another point, and the saving of even a few cents a ton in this way will bring about the profitable extraction of a large tonnage, and thus increase the number of miners employed.

"On presentation of our views to the city council in September last, we were invited to send a delegation from the board to discuss the matter, and were most courteously received when we accepted the invitation, the outcome of the meeting being that the scheme was approved of by the aldermen, and the mayor undertook to get necessary legislation passed.

"Afterwards a special committee of the board, consisting of Messrs. A. S. Goodve, C. O. Lalonde, William Thompson, L. A. Campbell and John Dean, was appointed to make a thorough and comprehensive report on the introduction and conservation of an additional water supply, a synopsis of which, prepared by Mr. John Dean, secretary to the committee, is now on the table.

"The matter I cannot too strongly urge upon the council of the board for the coming year, the great importance of using their influence and endeavors to bring about a condition of affairs that will prevent a Rossland mining company going beyond the city limits in building a concentrator because of insufficient supply of water here, particularly as we have reason to believe that the mining companies will provide funds by the purchase of debentures to be issued by the city for carrying out the project.

"Another matter of importance came up in May last, when the Dominion government was memorialized to have a geological structural survey made of Rossland camp. The matter was favorably received by the authorities, but it was found to be too late to do the work in 1904, as all plans had been arranged for the season.

"It has, however, been ascertained that the work is definitely on the programme for this year, the intention being to begin in the spring.

"The matter is now in the hands of a committee, consisting of Messrs. A. S. Goodve, J. V. Jenkins, E. B. Kirby, Wm. Thompson, P. S. Conkley and A. B. Mackenzie.

"We had pleasure in supplying a request of the Silver Lead mines, which came to us through the Nelson Board of Trade, asking that a bounty paid on lead mined and smelted in Canada be extended to include a limited quantity exported, and had particular reference to a portion of the output of the St. Eugene mine. The request was granted, with I am informed, much benefit to our friends of the silver lead districts, and assisted in bringing about an increased production.

"The movement of ore on rough timber imported from the United States to Canada was again urged upon the Dominion government, and there is reason to expect that action along the lines suggested will be taken, and a proper measure of protection given to the manufacturers of lumber in this province.

"Complaint having been made that there was discrimination against Rossland by the C. P. R. in taking passengers for the Boundary into Nelson for the night, notices were posted, in response to our request, on the boards of the train, that they had the option of spending the night in either Rossland or Nelson, as they might elect.

"The matter of Rossland being put on the same footing as Nelson for wholesalers distributing in the Boundary was arranged by your president and secretary.

"During the past year the matter of reserves over crown lands was several times discussed, and your representatives to the Associated Board of Trade of Eastern B. C., Messrs. John Dean, Smith, Curtis and myself, were instructed to support a resolution on the subject passed at a meeting of the Rossland Board of Trade on the 1st of February.

"The government has since then given notice of the cancellation of the reserve over about 2,500,000 acres, extending north from the international boundary and from Nelson to thirty miles west of Okanagan Lake. This immense reserve has been maintained for nearly nine years, and the land has remained tied up through the neglect or indifference of successive governments for no good reason, and against the best interests of this section of the province, and by retarding settlement inflicted an injury on the railways in whose interest the reserve was ostensibly kept on.

"The removal of the reserve will undoubtedly tend to induce settlement and the investment of capital.

"It was claimed that the price now charged was excessive, and whereas the freight on coke from the Crow's Nest to Greenwood was \$2 per ton, that \$2.75 was charged for hauling coal to Rossland, a shorter distance, and it was argued that the price of the coal to the Rossland consumer ought not to exceed \$4 per ton.

"Mr. John Dean at the meeting of the associated boards introduced a resolution dealing with copper and requesting the Dominion government to grant a bounty, as the various boards had not had the notice required under the by-laws, it was referred to each board with a request that its decision be forwarded to the secretary of the associated boards. As a bounty on copper would stimulate production in the camp, the matter deserves your special consideration."

Since 1894, in which active production began in Rossland up to December 1st, 1904, the following approximate tonnage has been produced in Rossland:

Mine	Tons
Le Roi	1,100,781
War Eagle	297,063
Centre Star	936,680
Le Roi No. 2	187,947
Iron Horse	17,725
Rossland Great Western	12,361
Rossland Kootenay	12,988
Velvet	6,067
Junbo	17,093
Clant	4,344
T. S. L.	3,800
Evolution Star	1,500
Spitzee	1,300
Monte Cristo	800
White Bear	1,844
Homestake	140
Virginia	100
Cliff	1,200
<b>Total</b>	<b>1,929,304</b>

The details of the output for the year ended September 31st are approximately:

Mine	Tonnage	Gross Value
Le Roi	182,406	\$1,675,582.92
Centre Star	70,191	732,450.80
War Eagle	56,709	601,287.33
Le Roi No. 2	22,947	243,259.32
Junbo	13,298	117,584.00
Velvet (Concentrated)	641	21,452.00
Spitzee	1,000	12,000.00
White Bear	1,344	15,440.00
Kootenay	5,198	33,809.00
All other mines	2,250	15,800.00
<b>Total</b>	<b>312,125</b>	<b>\$3,886,790.77</b>

The total number of men employed in 1904 was:

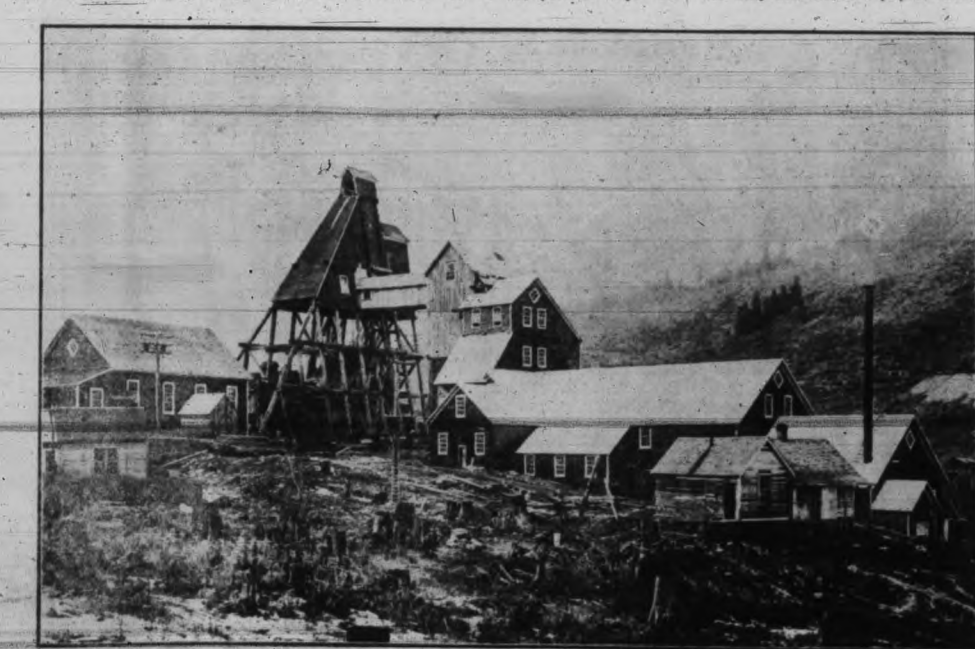
Mine	Number
Le Roi	243
Centre Star	100
War Eagle	125
Le Roi No. 2	120
Junbo	20
Spitzee	25
White Bear	40
Velvet	50
(October 1st, 1904, to January 31st, 1905.)	
Kootenay	27
(When working.)	
Other mines	50

The officers of the Rossland Board of Trade for 1905 are:

R. Hunter, president; K. E. Mackenzie, vice-president; A. B. Mackenzie, secretary-treasurer; Council—J. S. C. Fraser, J. H. Watson, L. A. Campbell, A. S. Goodve, J. B. Johnson, Smith, Curtis, A. H. MacNeill, A. J. McMillan, R. H. Stewart, J. S. Deschamps, C. O. Lalonde and Geo. Urquhart.



ROSSLAND, COLUMBIA AVENUE IN FOREGROUND.



WHITE BEAR MINE, ROSSLAND.



# Big Smelting Works at Trail

A Great Product of Mining Industry—Largest Copper-Lead Reduction Concern in Canada.

**T**HOUGH the mining industry of the province is yet in its infancy it has already made some headway, and this is notably shown in the leading reduction plants. A little more than a decade since there was not a single smelter worthy of the name in the province, and all of the ore mined had to seek reduction in the United States. Then the cost of transporting and treating copper ore, for instance, ran as high as \$27 to the ton. When the first copper smelter was put in at Trail the mine owners thought they were indeed fortunate when they secured a rate of \$11 per ton for freight and treatment of copper ore. When the Le Roi Mining Company made a contract to furnish the Trail smelter with 75,000 tons of ore, which was to be transported to Trail and treated at \$11 per ton the management thought a most advantageous coup had been made. The rate on gold-copper ore of the Rossland camp has now been cut down as low as \$4.50 per ton for freight and treatment at the Trail smelter, and this is because the policy of the company has been to constantly improve and enlarge its plants, and so cut down the cost of freight and treatment to the mine. Another object sought has been to build up the smelting and the mining industry so that there should be no need of sending ores out of the province to have them reduced. The reduction that has taken place in the treatment of gold-copper ores has also been shared by the silver-lead ores. The result of this policy is that to-day there is no need of British Columbia ores being sent out of the province for treatment for the reason that the work can be done more cheaply at home.

The policy of the company operating the plant at Trail has gone still further. It has determined that the matte and bullion turned out by the plants of this province shall be refined at home in order to still further keep capital here and give employment to home people instead of sending these materials

The smelter site comprises 70 acres on the west bank of the Columbia river, and at an elevation of about 200 feet above the river, this elevation affording a splendid slag dump. The plant is constructed on a terraced site, which affords a great saving in the handling of material, which falls from cars into bins, bins to crushers and from crushers to furnaces without shoveling.

The gold-copper ores are smelted in a blast furnace and reduced to a copper matte, containing about 50 per cent. copper. The matte at present is shipped to the United States to a converting plant. A suitable site has been reserved at the end of the furnace building for the installation of a converter plant, all details and drawings for which have been made.

The silver-lead ores are smelted in a blast furnace and reduced to bullion. The bullion is refined by the Betts' electrolytic process, which produces an extremely pure and very desirable lead. The gold and silver from the residue is refined and shipped as pure gold to the U. S. Assay Office, and as pure silver, 990 fine, to the New York or Oriental market. A lead pipe plant is in operation, and it is the intention to go further into the manufacturing of lead products.

The Canadian Smelting Works are owned by the British Columbia Southern Railway, which is operated by the Canadian Pacific. The officers of the smelter are W. H. Aldridge, general manager; T. W. Binney, accountant; Jules Labarthe, superintendent; D. W. Moore, ore buyer; John F. Miller, refinery superintendent; S. G. Blacklock, chief assayer and chemist.

## History of the Plant.

The original plant was constructed by F. Aug. Heinze in 1895, who formed the British Columbia Smelting & Refining Co., for the purpose of carrying on a smelting and refining business. Mr. Heinze also engaged in the railway building business and constructed a narrow gauge road from Trail to Rossland

Heinze plant, and an electric railway system has been put into effect for the transportation of the ores from one portion of the plant to the other.

## Some Comparisons.

The original plant had two small copper furnaces with a capacity of 500 tons a day, and now it has three large up-to-date copper furnaces each of 300 tons a day capacity, or a total of 900 tons a day. An additional copper furnace is on the ground ready to be installed, and will at once be put in position. This will give the plant a capacity of 1,200 tons a day. There are now three lead stacks of 150 tons a day capacity each, or a total of 450 tons. A fourth lead stack is ready on the ground and can be put in place at any time. The lead refinery has a capacity of 20 tons a day, which is to be increased at once to 50 tons. The silver refinery has a capacity of 20,000 ounces a day, while the gold refinery can handle 200 ounces a day. There are three miles of track used by the smelter. There are bins for the storage of 7,000 tons of copper ore and 13,000 tons of lead ore and a roasting yard capable of containing 30,000 tons of ore. There is a mile of trolley line with three electric locomotives. The plant occupies an area of about 76 acres. The plant when purchased from F. Aug. Heinze was worth \$150,000, and only had a small capacity. It had steadily grown and prospered till now it represents an actual investment of about a million dollars. It is still capable of large expansion, and the possibilities of this plant in the next few years are something wonderful.

## The Copper Furnaces.

The copper furnaces are of the most modern make, having been designed and built so as to be specially adapted to treat the ores of the district, which require double concentration on account of the low percentage of copper. They were designed by J. Labarthe, superintendent of the works, to meet the peculiarities of the copper ores of the district. The jackets were purchased in the United

Gates crusher with a capacity of 60 tons an hour, set with an opening of three inches. The material after it emerges from the crusher, is elevated and discharged into a 72-inch Vezin sampler, which takes 17 samples a minute from a vertical stream of ore, the amount of the sample being 1-10 of the total material. The 1-10 sample is delivered by a spout to a No. 3 Gates crusher, set at 1 1/2 inches. From the No. 3 Gates crusher the material is delivered to a 48-inch Vezin sampler, taking 34 samples a minute, or an amount equal to 1-50th of the first sample, or 1-50th of the original. The 1-50th is then delivered to a 72-inch Blake crusher, and from this to a pair of 12x24 inch rolls, from which it is delivered, 1-4 inch in size, to a 36-inch Vezin sampler, taking 42 samples per minute, and an amount equal to 1-10th of the second sample, or 1-500th of the original lot. The sample is delivered to a pair of 10x20 inch rolls from which it falls, 1-8th inch in size, into a car with a locked canvas cover. When the lot of ore is sampled it is taken to the sample floor and reduced to 100 pounds in Jones riffles. This sample is put through a set of 3x12 inch rolls and reduced in size to 1-10th of an inch or less. This is further cut down to about 20 pounds by riffles, and from here it goes to the assay office for drying, grinding and further cutting. The reject or material from which the sample has been taken, is all delivered into large storage bins from which it is drawn in five-ton capacity cars and hauled by electric locomotives to either the heap roasting yard or furnace charge bins. The sampling mill has a capacity of 60 tons an hour and is driven by a 100-horse power induction motor.

The ore is hauled to the blast furnace department, which is in a structure 294 feet long and 60 feet wide and 36 feet from the tapping floor to the cord. The charge is mixed with limestone and sometimes with iron in order to get the proper slag. The furnaces are fed by automatically dumping the charge directly into the furnace. The slag is disposed of by granulating with water and conveying it to the dump with water, thus saving the expense of hauling. The matte, which contains the values, is saved by gravity in large fore hearths or receivers, and this matte is also granulated by water. The granulated matte is taken to the mechanical roasting furnaces, of which there are two. The object sought in roasting here is to get rid of the sulphur, which goes off in the shape of gas. After roasting the material which contains the values, and which is called calcine, is taken into the briquetting plant to be made into briquettes of 3 1/2 pounds each. The briquette plant is contained in a building 40x40 feet. There are two Chisholm, Boyl & White presses, each capable of making 90 briquettes a minute. There is a complete elevating and time-mixing plant for each machine, which are driven by two 50 h.p. induction motors. In connection with the briquetting plant there are two kilns for burning the necessary lime for the briquetting binder.

The briquettes are allowed to become hard, which is due to the setting of the lime, and are taken back to the blast furnace and remelted with a suitable mixture of crude and heap roast ore, and the resulting matte is improved in grade considerably from the first matte turned out, carrying about 50 per cent. copper, besides a little gold and silver values. This matte is shipped to Tacoma at present to be refined; that is, to have the copper, gold and silver separated. A satisfactory converter site has been set aside at the east end of the works, and if a sufficient tonnage were available a converter would be put in and the matte treated in it. The resulting blister copper would also be treated at Trail in connection with the electrolytic lead refinery. The refining of copper is essentially the same as the refining of lead, with the exception of the solution, and the same plant could be used, if necessary.

The copper furnaces are connected with the main chimney by 1,000 feet of flues and dust chimneys, in which all the dusts are saved and taken to the briquetting plant. The main chimney is 12 feet square on the inside and 150 feet high. This chimney conveys all gases from hand roasters, Bruckners,



INTERIOR VIEW OF WORKS.

O'Hara furnaces and copper furnaces into the air.

In connection with the reduction of the copper ore there is a roasting department, where a portion of the copper ore received are roasted in open heaps. The roasting yard has a capacity of 30,000 tons of ore in heaps of from 2,000 to 4,000 tons each. The ores are hauled from the copper sampling mill to heaps by electric locomotives, handling 15 tons each trip. The ore is piled on top of a base of about two feet of coalwood from trestles. The base is about 40 feet wide and the apex eight feet, and the heaps stand 15 feet from the ground. The trestles are so constructed that the greater portion of the lumber is saved and used over and over again. The cordwood at its base of the ore heaps is set on fire, and soon the heat generated sets the sulphur in the ore on fire and the combustion lasts for weeks until the ore is largely desulphurized. After the ore has been thoroughly burned they are transferred from the roast heaps to the furnace charge bins by a second electric locomotive and train which operates in a tunnel. The bottom of which is ten feet below the roast heap yard, the tunnel level being the same as the charge bins.

## The Lead Process.

The lead ores usually arrive at the smelter in box cars, and a considerable tonnage comes in sacks. The ore is dumped into a 10x20-inch Blake rock crusher from train cars. The sulphide ore is crushed to 3-4 inch size and spouted to a pair of 14x30-inch rolls set at 1-4 inch. The material is then delivered to a 72x36-inch screen with 1-4 inch mesh, the oversize going to a pair of 12x24 rolls, and is returned to the screen. Under the screen there is a No. 2 Brunton sampler, taking 40 samples a minute or 1-20th of the lot. The 1-20th is delivered to a feeder to insure a continual stream of ore to a 36-inch Vezin sampler, taking 1-10th of the first sample or 1-200th of the original. It is cut down in the same way as the copper or dry ore.

If the ores are not sulphides, the 10x20-inch Blake rock crusher is set at 1 1/2 inches and a Brunton sampler is operated just under the crusher. This takes 1-10th of the ore and the 1-10th passes rolls, screens, etc., the same as the sulphide ores. The reject from these samples falls into storage bins, which discharge into cars and is transported to roast beds or furnace charge bins. This mill has a capacity of 15 tons per hour, and is operated by a 30-horse power induction motor.

The lead ore after sampling is bedded in the lead ore bins with suitable ores. From the bins it is transported to the

Bruckner roasting furnaces or the reverberatory hand roasting furnaces. The Bruckner building is 61x60 feet, and contains six Bruckner cylinders of the most improved design. They are 8 1/2 feet in diameter and 28 feet long, and are constructed of 5-8 inch steel plate and weigh 73,000 pounds each. Alongside the Bruckner building are seven coal bunkers with a total capacity of 500 tons of coal. The Bruckner furnaces are connected with the main chimney by a flue 300 feet long. The hand roasting furnaces occupy two buildings. The larger one, containing eight furnaces, is 216x100 feet. The eight furnaces are of the most improved design with a hearth area of 15x70 feet and a capacity of 12 tons every 24 hours. Building No. 2 is 80x100 feet, and contains two furnaces, each of 15x65 feet hearth area, and a capacity of 10 tons each per 24 hours, or a combined hand roasting capacity of 114 tons every 24 hours. These furnaces are connected with the main chimney by a flue 9x10 feet and 400 feet in length. Extending the entire length of this building is a coal storage of 1,400 tons capacity. The object sought to be attained in roasting is to volatilize the sulphur, which interferes with the reduction process. After roasting the ore is taken to the blast furnaces, which are in the same general building as the copper furnaces, but are separated so as to avoid any confusion of operation. The lead furnaces are three in number and measure 45x144 inches at the tuyeres, and there is 24 feet between the top floor and the charge floor. These furnaces each have a daily capacity of from 175 to 200 tons of charge. Of course, a proportion of the charge is flux, and this accounts for the fact that their capacity is given at 150 tons of lead ore per diem. The slag from the lead furnace is granulated by water the same way as is the slag from the copper furnace. The bullion is saved in large receivers. When the bullion comes from the receiver it contains from 150 to 500 ounces of silver, from 97 to 98 per cent. lead and also copper and impurities.

## The Lead Refinery.

The next stage of the bullion is where it enters the lead refinery so that the gold, silver, lead and copper may be separated. The bullion contains considerable arsenic, antimony, and at present these metals are saved, but preparations are now under way for doing so. The lead refinery is located about 200 yards from the main smelting plant. It consists of a tank room, a melting department, a gold and silver refinery and a copper sulphate plant. The process employed is known as Betts' electrolytic method of refining lead. It is the first time that this process has been made a commercial success. Hitherto the refining of lead has been done by the fire process, which was a most deleterious method to the operatives, as the lead fumes proved most unhealthy, and for a long time metallurgists have been endeavoring to find some method which would do away with this objectionable feature. The Betts' process is the solution of this problem. The bullion after it comes from the blast furnace is cast into anodes, which each weigh 354 pounds. They are 26 inches wide and 36 inches long. They each have lugs that fit on to the sides of tanks, which are 8 1/2 feet in length, 30 inches wide and a little over 3 feet in depth. Between each anode a cathode line of thin pure lead is suspended. The anodes and the cathodes are suspended in a liquid solution of hydrofluosilicic acid, which is prepared from sulphuric acid, fluor-park and quartz. It is a sour acid and tastes like vinegar. An electric current is generated and passed through the tank and the electrodes. The acid dissolves the lead and the lead is carried from the anode to the cathode. The gold, silver, copper, arsenic and antimony are left on the anode. The cathode, which is pure lead, is taken to the melting room and cast into bars of pig lead. It is very fine, being .99 fine. The gold and silver, etc., are taken into the gold and silver refinery, where they are scraped off the anode. They are dried and melted into Dore bars of about \$50 fine. The copper and arsenic are "slaged" off. The Dore bars are parted in sulphuric acid, leaving the gold as a residue. The solution which contains the silver or silver sulphide is deposited in the usual way by copper plates, which dissolve the silver as cement comes solution. The copper sulphide is then evaporated, leaving the sulphide of cop-

per. The mother liquor is further evaporated and recovered as sulphuric acid, which can be used over and over again. The current silver is placed in a reverberatory furnace and melted into bars, each weighing about 1,200 ounces. The silver is extremely fine, being .999 fine, and finds a ready market in China and in New York. One lot was sold to the United States government and was used in the Philippine coinage. The gold is further refined, and is finally melted in a graphite crucible and cast into ingots and is shipped to the United States assay office at Seattle, where it is sold. The management of the smelter hope that it will not be long before the product can be shipped to the Canadian mint.

The copper sulphate is packed in barrels, just like those which contain Ontario apples, and is shipped to the farmers of Manitoba and the Northwest, among whom it finds a ready market. They use it for what they call bluestone, using their wheat before they sow it, as it prevents smut and other forms of blight.

The lead-pipe plant is situated next to the lead refinery. It has a capacity of 15 tons of lead pipe a day. Some 60 different styles and sizes of lead pipe are made in this plant. The lead is melted and placed in a hydraulic chamber. Very heavy hydraulic pressure is exerted upon the lead, and the lead is forced through a die in the centre of which is the core, and coils of pipe are turned out which vary in length from 20 to 100 feet. The size of the pipe is regulated by the size of the die and the core. The lead pipe is marketed principally in Western Canada, where it finds a ready sale.

In connection with the smelter there is a power and lighting plant. This is located in the town of Trail. The power and lighting station is operated by water power derived from the streams near Trail. The building is 40x50 feet and contains the following plants: Two 36-inch Pelton water wheels; one 230 K. K. 500 V. D. C. generator; one 1,500 h.p. incandescent machinery; one 50-hp. 2,000 c.p.s. Brush arc machine; one 100 h.p. induction motor; one water-wheel governor.

There is a total of 40 buildings connected with the smelter and five in connection with the refinery.

The plant is operated entirely by electricity furnished by the West Kootenay Power & Light Co., whose plant is located 35 miles distant at Bonington Falls. The current is delivered at 20,000 volts and transformed by the smelter to 500 volts by six oil-cooled transformers.

Owing to the location of the plant on a terrace every advantage is gained in the handling of materials, as from the time the ore is dumped from railway cars until it is turned out in either bullion or matte it is not handled by shovel. The products are elevated by bucket elevators or platform elevators, and transferred by railway cars to go either to the refinery in case of bullion or to the converting plant in case of matte.

Besides the smelter is equipped with a complete system of fire hydrants, fire pumps, fire alarm system, and the men are trained frequently with fire drills so as to give good protection in case the works should at any time be threatened by fire. The water system is very complete, and consists of 2 1/2 miles of 14-inch state pipe, about 5 miles of 24x24 inch flume line, 3-4 of a mile of 20x20 inch No. 10 steel water pipe, 3-4 of a mile of 16-inch No. 10 steel water pipe. These lines bring water from the streams known as Trail, Stony and Rock creeks, all of which are controlled by the smelting company by water rights.

## Pursuing a Good Policy.

It would take much more space than can be given to the plant in this issue to present anything more than an outline of the splendid plants which have been erected to perform so many different functions by the Canadian Smelting Works. The reader, however, can form some conception of their magnitude and value, and of the important part they are playing in the development of the mining industry of the interior of the province.

The intention is to keep on with the good work until the object sought has been fully attained, and it is believed it will not be long now before all of the lead and the products of lead used in this country will be produced and manufactured here. In time, too, the same may be said of copper and its products, as the initial steps in that direction have already been taken.

JOHN G. EGAN.

## CANADIAN SMELTING WORKS.

abroad to aid in the upbuilding of other communities. With this end in view the Canadian Smelting Works has established a lead refinery, where for the first time in the history of the Dominion pig lead is made. Besides pig lead, gold and silver are refined, and sulphate of copper manufactured. A portion of the present output of the lead refinery, which turns out 20 tons a day, is marketed in the Canadian, Australian, Japanese and Chinese markets. Naturally, in the wake of the making of pig lead, should follow plants for the making of the products of lead. The Canadian Smelting Works, ever alive to the way in which others to follow, has established a plant in connection with its lead refinery, where lead pipe in a number of sizes is turned out. It has also made it possible for a corrodizing works to be established, which will soon go into commission at Montreal, where a considerable quantity of the lead produced in British Columbia will be turned into white lead. Canada is producing considerably more lead than it consumes, and some method must be devised to get rid of it, and one of the best means is to manufacture the various articles into which lead is made and dispose of as much of this as possible at home and send the remainder abroad. The Canadian Smelting Works is doing all that it possibly can in this direction, and in this way is performing a great public service.

## The Largest in Canada.

The Canadian Smelting Works, located at Trail, B. C., are the largest copper-lead reduction works in Canada, having a daily capacity of 1,350 tons. The situation of the plant is central, being convenient to all of the mining camps in British Columbia, as well as to the coal and coke supply of Bankhead, Alberta, and the Crow's Nest Pass. The works are operated by electricity, which is generated at Bonington falls, on the Kootenay river, about 35 miles distant from Trail. The location at Trail affords an abundant gravity water supply from the streams tributary to the Columbia river. The Columbia river is navigable as far south as Northport, Wash., and for several hundred miles north into the interior of British Columbia. The Canadian Pacific railway, which touches the smelter, reaches all parts of the mining section and brings ores to it from many points. Through its connections it also reaches many points in the United States, and from time to time ores are sent to the works from various places at the south of the boundary line. At present daily shipments are being received from a copper mine at Larsen, Idaho.

and from Trail to Robson. In the spring of 1898 the smelter and the railway lines were taken over by the British Columbia Southern Railway Co. When the smelter became the property of the British Columbia Southern Railway Co. the plant consisted of two water-jacketed blast furnaces, 36 by 120 inches, four reverberatory smelting furnaces and one O'Hara roasting furnace with a total capacity of about 500 tons of copper ore a day. In 1899 a 45 by 144-inch lead furnace was installed, and at the same time a capacity of 150 tons in 24 hours was increased, and at the same time there were placed in the plant two receptory hand-roasting furnaces. During the same year a large steel water-jacketed copper furnace, 44 by 100 inches was installed, with a capacity of 300 tons a day. Six steel Bruckner roasting furnaces of 8 1/2 by 28 1/2 feet were also placed in the plant at the time the lead furnace was installed. In 1901 the plant was still further added to by the addition of two lead furnaces and eight additional reverberatory hand-roasting furnaces. In 1902 one of the small copper furnaces put in by Mr. Heinze was removed and replaced by a larger furnace, 42 by 180 inches, with a capacity of 300 tons. The same year there was added to the plant to meet the increased business that was coming to the smelter a large double hearth mechanical roasting furnace. In the year 1903 the lead refinery was constructed, which at first had a capacity of ten tons of pig lead a day. The first lead was turned out of this plant on June 1, 1902, the refinery having been started on May 28, 1902. This was the first pig lead ever made in the Dominion, and its making, therefore, was a historical event of considerable moment. The capacity of the plant has been increased to 20 tons a day, and is now in process of enlargement to 50 tons. A gold and silver refinery has been put in, in connection with the lead refining plant. The next step in the advancement of the smelter was the addition of a plant for the making of lead pipe. The last move of importance in the way of augmenting the plant was the installation this year of a third large copper furnace with a capacity of 300 tons a day, eliminating the part of the small and obsolete Heinze furnace. Besides this the most complete assay office on the continent has been added, which is provided with every needed device for making assays and analyses. Here all classes of ores and concentrates may be assayed or analyzed as the smelter buys and refines mattes, solutions, cyanide, precipitates and all mill products. Many miles of railway track have been added to the few feet of siding, which were sufficient for the

States, but the castings were all made in Canada.

Let us follow a batch of copper ore through the plant in order to see what processes it is subjected to from the time the raw ore enters the plant until it emerges in the form of matte. The copper-gold ores are generally received in hopper bottom railway cars of a capacity of 30 tons each. The ore is weighed in the cars on a 100-ton track scale, from which it is run by gravity over the bins, where it is unloaded automatically. There are eighteen of these bins, in front of which is located the copper sampling mill. This building contains all the necessary machinery for sampling, and also twenty 100-ton storage bins. The ore is transferred from the railway bins and is fed into a No. 6

States, but the castings were all made in Canada.

Let us follow a batch of copper ore through the plant in order to see what processes it is subjected to from the time the raw ore enters the plant until it emerges in the form of matte. The copper-gold ores are generally received in hopper bottom railway cars of a capacity of 30 tons each. The ore is weighed in the cars on a 100-ton track scale, from which it is run by gravity over the bins, where it is unloaded automatically. There are eighteen of these bins, in front of which is located the copper sampling mill. This building contains all the necessary machinery for sampling, and also twenty 100-ton storage bins. The ore is transferred from the railway bins and is fed into a No. 6

States, but the castings were all made in Canada.

Let us follow a batch of copper ore through the plant in order to see what processes it is subjected to from the time the raw ore enters the plant until it emerges in the form of matte. The copper-gold ores are generally received in hopper bottom railway cars of a capacity of 30 tons each. The ore is weighed in the cars on a 100-ton track scale, from which it is run by gravity over the bins, where it is unloaded automatically. There are eighteen of these bins, in front of which is located the copper sampling mill. This building contains all the necessary machinery for sampling, and also twenty 100-ton storage bins. The ore is transferred from the railway bins and is fed into a No. 6

States, but the castings were all made in Canada.

Let us follow a batch of copper ore through the plant in order to see what processes it is subjected to from the time the raw ore enters the plant until it emerges in the form of matte. The copper-gold ores are generally received in hopper bottom railway cars of a capacity of 30 tons each. The ore is weighed in the cars on a 100-ton track scale, from which it is run by gravity over the bins, where it is unloaded automatically. There are eighteen of these bins, in front of which is located the copper sampling mill. This building contains all the necessary machinery for sampling, and also twenty 100-ton storage bins. The ore is transferred from the railway bins and is fed into a No. 6

States, but the castings were all made in Canada.

Let us follow a batch of copper ore through the plant in order to see what processes it is subjected to from the time the raw ore enters the plant until it emerges in the form of matte. The copper-gold ores are generally received in hopper bottom railway cars of a capacity of 30 tons each. The ore is weighed in the cars on a 100-ton track scale, from which it is run by gravity over the bins, where it is unloaded automatically. There are eighteen of these bins, in front of which is located the copper sampling mill. This building contains all the necessary machinery for sampling, and also twenty 100-ton storage bins. The ore is transferred from the railway bins and is fed into a No. 6

States, but the castings were all made in Canada.

Let us follow a batch of copper ore through the plant in order to see what processes it is subjected to from the time the raw ore enters the plant until it emerges in the form of matte. The copper-gold ores are generally received in hopper bottom railway cars of a capacity of 30 tons each. The ore is weighed in the cars on a 100-ton track scale, from which it is run by gravity over the bins, where it is unloaded automatically. There are eighteen of these bins, in front of which is located the copper sampling mill. This building contains all the necessary machinery for sampling, and also twenty 100-ton storage bins. The ore is transferred from the railway bins and is fed into a No. 6

States, but the castings were all made in Canada.

Let us follow a batch of copper ore through the plant in order to see what processes it is subjected to from the time the raw ore enters the plant until it emerges in the form of matte. The copper-gold ores are generally received in hopper bottom railway cars of a capacity of 30 tons each. The ore is weighed in the cars on a 100-ton track scale, from which it is run by gravity over the bins, where it is unloaded automatically. There are eighteen of these bins, in front of which is located the copper sampling mill. This building contains all the necessary machinery for sampling, and also twenty 100-ton storage bins. The ore is transferred from the railway bins and is fed into a No. 6

States, but the castings were all made in Canada.

Let us follow a batch of copper ore through the plant in order to see what processes it is subjected to from the time the raw ore enters the plant until it emerges in the form of matte. The copper-gold ores are generally received in hopper bottom railway cars of a capacity of 30 tons each. The ore is weighed in the cars on a 100-ton track scale, from which it is run by gravity over the bins, where it is unloaded automatically. There are eighteen of these bins, in front of which is located the copper sampling mill. This building contains all the necessary machinery for sampling, and also twenty 100-ton storage bins. The ore is transferred from the railway bins and is fed into a No. 6

States, but the castings were all made in Canada.

Let us follow a batch of copper ore through the plant in order to see what processes it is subjected to from the time the raw ore enters the plant until it emerges in the form of matte. The copper-gold ores are generally received in hopper bottom railway cars of a capacity of 30 tons each. The ore is weighed in the cars on a 100-ton track scale, from which it is run by gravity over the bins, where it is unloaded automatically. There are eighteen of these bins, in front of which is located the copper sampling mill. This building contains all the necessary machinery for sampling, and also twenty 100-ton storage bins. The ore is transferred from the railway bins and is fed into a No. 6

States, but the castings were all made in Canada.

Let us follow a batch of copper ore through the plant in order to see what processes it is subjected to from the time the raw ore enters the plant until it emerges in the form of matte. The copper-gold ores are generally received in hopper bottom railway cars of a capacity of 30 tons each. The ore is weighed in the cars on a 100-ton track scale, from which it is run by gravity over the bins, where it is unloaded automatically. There are eighteen of these bins, in front of which is located the copper sampling mill. This building contains all the necessary machinery for sampling, and also twenty 100-ton storage bins. The ore is transferred from the railway bins and is fed into a No. 6

States, but the castings were all made in Canada.

Let us follow a batch of copper ore through the plant in order to see what processes it is subjected to from the time the raw ore enters the plant until it emerges in the form of matte. The copper-gold ores are generally received in hopper bottom railway cars of a capacity of 30 tons each. The ore is weighed in the cars on a 100-ton track scale, from which it is run by gravity over the bins, where it is unloaded automatically. There are eighteen of these bins, in front of which is located the copper sampling mill. This building contains all the necessary machinery for sampling, and also twenty 100-ton storage bins. The ore is transferred from the railway bins and is fed into a No. 6

States, but the castings were all made in Canada.

Let us follow a batch of copper ore through the plant in order to see what processes it is subjected to from the time the raw ore enters the plant until it emerges in the form of matte. The copper-gold ores are generally received in hopper bottom railway cars of a capacity of 30 tons each. The ore is weighed in the cars on a 100-ton track scale, from which it is run by gravity over the bins, where it is unloaded automatically. There are eighteen of these bins, in front of which is located the copper sampling mill. This building contains all the necessary machinery for sampling, and also twenty 100-ton storage bins. The ore is transferred from the railway bins and is fed into a No. 6

States, but the castings were all made in Canada.

Let us follow a batch of copper ore through the plant in order to see what processes it is subjected to from the time the raw ore enters the plant until it emerges in the form of matte. The copper-gold ores are generally received in hopper bottom railway cars of a capacity of 30 tons each. The ore is weighed in the cars on a 100-ton track scale, from which it is run by gravity over the bins, where it is unloaded automatically. There are eighteen of these bins, in front of which is located the copper sampling mill. This building contains all the necessary machinery for sampling, and also twenty 100-ton storage bins. The ore is transferred from the railway bins and is fed into a No. 6

States, but the castings were all made in Canada.

Let us follow a batch of copper ore through the plant in order to see what processes it is subjected to from the time the raw ore enters the plant until it emerges in the form of matte. The copper-gold ores are generally received in hopper bottom railway cars of a capacity of 30 tons each. The ore is weighed in the cars on a 100-ton track scale, from which it is run by gravity over the bins, where it is unloaded automatically. There are eighteen of these bins, in front of which is located the copper sampling mill. This building contains all the necessary machinery for sampling, and also twenty 100-ton storage bins. The ore is transferred from the railway bins and is fed into a No. 6

States, but the castings were all made in Canada.

Let us follow a batch of copper ore through the plant in order to see what processes it is subjected to from the time the raw ore enters the plant until it emerges in the form of matte. The copper-gold ores are generally received in hopper bottom railway cars of a capacity of 30 tons each. The ore is weighed in the cars on a 100-ton track scale, from which it is run by gravity over the bins, where it is unloaded automatically. There are eighteen of these bins, in front of which is located the copper sampling mill. This building contains all the necessary machinery for sampling, and also twenty 100-ton storage bins. The ore is transferred from the railway bins and is fed into a No. 6

States, but the castings were all made in Canada.

Let us follow a batch of copper ore through the plant in order to see what processes it is subjected to from the time the raw ore enters the plant until it emerges in the form of matte. The copper-gold ores are generally received in hopper bottom railway cars of a capacity of 30 tons each. The ore is weighed in the cars on a 100-ton track scale, from which it is run by gravity over the bins, where it is unloaded automatically. There are eighteen of these bins, in front of which is located the copper sampling mill. This building contains all the necessary machinery for sampling, and also twenty 100-ton storage bins. The ore is transferred from the railway bins and is fed into a No. 6

States, but the castings were all made in Canada.

Let us follow a batch of copper ore through the plant in order to see what processes it is subjected to from the time the raw ore enters the plant until it emerges in the form of matte. The copper-gold ores are generally received in hopper bottom railway cars of a capacity of 30 tons each. The ore is weighed in the cars on a 100-ton track scale, from which it is run by gravity over the bins, where it is unloaded automatically. There are eighteen of these bins, in front of which is located the copper sampling mill. This building contains all the necessary machinery for sampling, and also twenty 100-ton storage bins. The ore is transferred from the railway bins and is fed into a No. 6

States, but the castings were all made in Canada.

Let us follow a batch of copper ore through the plant in order to see what processes it is subjected to from the time the raw ore enters the plant until it emerges in the form of matte. The copper-gold ores are generally received in hopper bottom railway cars of a capacity of 30 tons each. The ore is weighed in



# Kootenay Engineering Works

One of the Most Flourishing Concerns  
in Province—Headquarters at Nelson.

**T**HE growing importance of the Kootenay country, not only as a mining district second to few or any in the world, but also as an horticultural country, whose claims to recognition are being generally admitted, is nowhere better illustrated than in the establishment in the natural centre of the country, Nelson, of indus-

try sent into it, no matter how large it may be or the amount of technical skill and knowledge required. And it is here that the secret of the concern's success is told. For the manager, himself, is not only fully acquainted with the many details of the work which may be required, but he employs a staff of workmen, on the obtaining and retention of whom he has spent much time and trouble, and whose skill leaves nothing to be desired.

ing Works for their tools and material. If there is a hoist, a tramway, or a light railroad, needed for the development of these properties, the mine owners come to Nelson and to the Kootenay Engineering Works. If the lumber man wishes to fix up his mill with the latest and most modern improvements, it is again to the Kootenay Engineering Works that he has recourse. The same applies to the farmer, who requires agricultural implements.

Nor is the transportation any difficulty. The main line of the Spokane Falls & Northern passes the very door of the works, which are excellently situated on the foreshore of the lake in the centre of the lake line of the city, a site which will grow enormously in value as the years go by. On the one side is the railroad with a spur running to the door of the machine shops, and on the other is the lake, where boats may come and unload their cargoes of raw material and machines for construction or renovation.

Nor is the country at the west of lesser importance to the Kootenay Engineering Works. This is tapped by the Crow's Nest line of the Canadian Pacific. Mines and ranches dot the sides of the great railroad as it makes its way along the rapids of the swirling waters of the Kootenay river, past the southern end of the Lower Arrow lake, over the summits of the Gold Range into the busy Boundary country. At Robson the Rossland line runs, tapping before it reaches Trail several growing lumber camps and mills, thus placing the help of the Nelson plant at the command of the numerous mines of the Golden City. From the Boundary, with its smelters, its mines and ranches and orchards, comes order after order to the works.

And if the opposite direction of the Canadian Pacific is considered, that running along the arm of the lake, thence across the lumber camps and placer and lead mines of East Kootenay clear up to the coal and oil fields, on the west slope of the Rockies, on the eastern borders of the province; another vast field of industry is seen opened to the energies of the Kootenay Engineering Works, and it is a field whose possibilities are by no means overlooked by the management. Whether it be a steam plow, a dredger, a planer, a saw, a reverberatory furnace, a mechanical roaster, or a tiple, it can all be handled by this thriving Nelson industry. It is able to meet the want, and to meet it so satisfactorily that the customer, best, like he supplier, on upbuilding the Kootenay, comes again and again and advertises his satisfaction to his brother coal miners, lumbermen, ranchers and mining men generally.

And the district is not exhausted even yet. From Nelson to the northwest runs the Slocan-Nakusp line, cutting

through the heart of the silvery Slocan country, with its numberless properties working under various systems, taking out their silver and their lead and their zinc, erecting their mills and their separators, and planning their rifles and their flumes and coming to the Hub of the Kootenays, Nelson, for their supplies. And in the filling of that want the Kootenay Engineering Works naturally takes the largest share, for the implements of the professions and trades come before the luxuries of life, which are enjoyed later.

Then there is the lake, lapping the very foundations of the works, stretching down to the international boundary and away north to Kootenay and Rossland, with two mines, copper, gold and silver, lead and lumber bordering its shores, a highway for numerous steamers and almost numberless launches, all again finding their wants supplied by Manager Travis and his staff.

And the industries of the Boundary, of the Trail district, of Ymir, of East Kootenay, of Poplar, Lardcan and Slocan are each and all relying upon Nelson. An admirable service of trains and boats by a double railway system with a freight schedule in force with Nelson as the distributing point, renders all places easily and conveniently accessible to that favored city.

And the shops which are supplying this humming hive of industry with their tools and machinery?

They are covered at present by a modest two and a half storied building occupying a ground space of 140 feet by 60 feet. The arrangement of the shops and foundry has been mathematically calculated to occupy the minimum of space while affording the maximum of capacity and of convenience. Within the building is the full equipment of an extensive machine shop, pattern shop, blacksmith's shop, and withal a foundry. Some idea of the efficiency of the machine shop may be gathered when it is stated that it comprises within its equipment three lathes, three separate drills, a planer, a shaper, a bolt cutter, power saw, grinder, and in addition an immense quantity of all the smaller tools which play so large a part in the economical and efficient turning out of work in a first class machine shop.

The blacksmith's shop contains, besides the usual forges, a heavy double punch and shear, a most powerful piece of machinery, a plate bender and a binding roll.

The pattern shop has in constant use a double head turning lathe, a large buzz saw, a box trimmer as well as a full equipment of the usual bench tools. The pattern shop from the very initiation of the business began to turn out patterns of all kinds of mill and mining machinery, machinery for concentrators, mills and smelters, so that no need of those necessarily remain unmet. This is the



INTERIOR KOOTENAY ENGINEERING WORKS.

policy which in so short a time has built up such a large business.

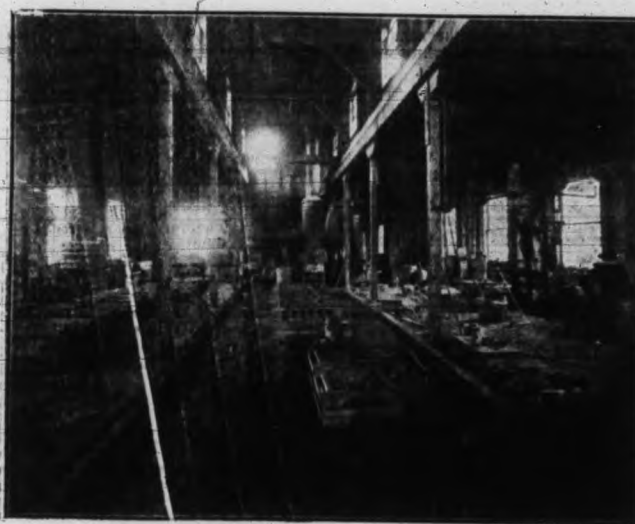
In addition the foundry is no small portion of the equipment of these works. This portion of the shops contains a couple of melting cupolas, capable of turning out excellent work. There is also a blower, to ensure a steady and a high temperature, very necessary in the important work entrusted to this firm; casting cleaner, a coal grinder, a coke oven and a travelling crane of the latest pattern and capable of efficient work.

Nor have the energies of Mr. Travis rested here. With other progressive spirits he has formed the Crawford Tramway Company for the purpose of entering the field of the aerial tramways which are destined to play so large a part in the development of the mining industries of the Kootenay region. This field up to the present has almost altogether been in the hands of the enterprising citizens of the United States, but Mr. Travis came to the conclusion that it would be a good thing for Nelson to attempt seeing that it is situated in the very centre of a most important mining district. He, together with E. E. Crawford and William Perry formed a joint stock company and have entered energetically into the business of aerial trams. Aerial trams are often used for the bringing down of ore from mines situated on the mountain side to the

wagon road or railway in the valley below. They form a valuable and a cheap method of overcoming difficulties of transportation. But there is another use for them which is occasionally overlooked, and that is their utility along flat or nearly level surfaces or in hoisting. Sometimes a helper is necessary to overcome the gradient or when the down running cars will not of their own weight bring up the load. But these helpers are part and parcel of the scheme of the aerial tram and are manufactured by the firm's and machinists in the shops.

A feature of the aerial tram, the feature, it perhaps may be termed, is the cable. It is the most expensive portion of the whole. It must be strong and yet where long spans occur, as are sometimes unavoidable over gullies in the mountains, the weight plays an important part in the efficiency of the contrivance. It is to this particular part that Manager Travis has paid close attention and he now declares, as the result of his labors and experiments that he is equipped with a cable which will bear comparison with any in efficiency and can be competed with by few in cost.

And this is a detailed account of one only of Nelson's many industries. It is to enterprises of this stamp, controlled by men of capacity and energy, that the upbuilding of Kootenay can only be due.



INTERIOR KOOTENAY ENGINEERING WORKS.

## BRITISH COLUMBIA TELEPHONE COMPANY

LIMITED.

LONG DISTANCE LINES TO

Nanaimo, Victoria, Tacoma, Seattle, Bellingham,  
New Westminster, Vancouver  
and Intermediate Points.



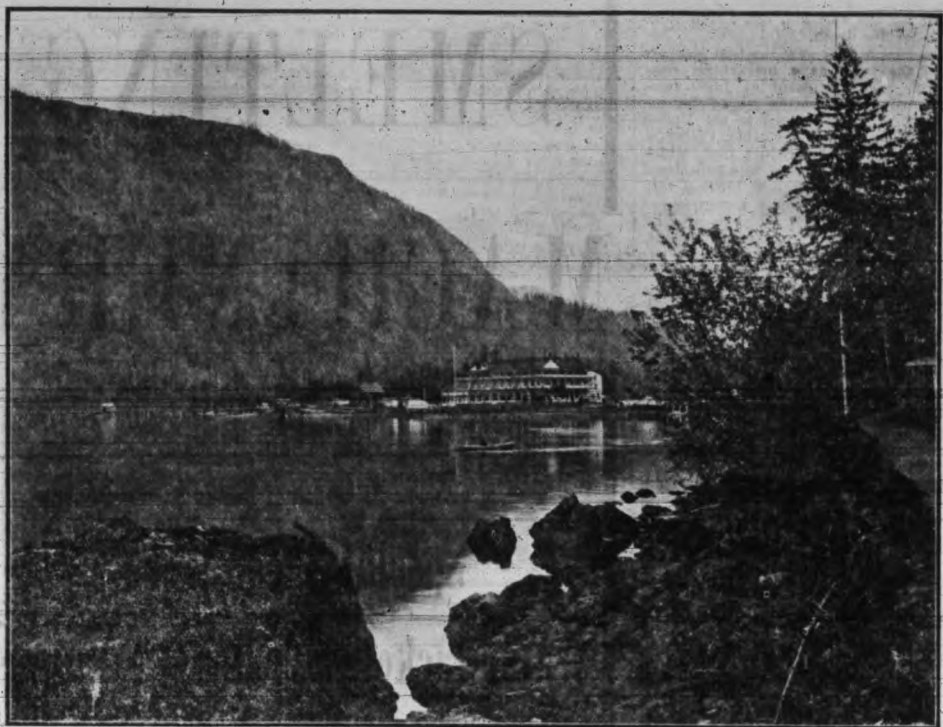
TRY THEM.

For Rates and other Information, Call up Long Distance.



# Harrison Hot Springs

Unrivalled Health and Pleasure Resort—Easily Reached from all Quarters  
—Location of Far-famed St. Alice Hotel



BEAUTIFUL HARRISON LAKE, SHOWING ST. ALICE HOTEL.

**N**ATURE has done much to make the Harrison Hot Springs one of the most beautiful and attractive spots in America. There are no extremes of temperature, while there is an absolute freedom from malaria. A beautiful drive from Agassiz sta-

tion, 70 miles from Vancouver, on the main line of the Canadian Pacific Railway, brings the tourist to the St. Alice hotel, which is situated at the foot of Harrison lake, a magnificent sheet of water 40 miles in length, on whose bosom are many large islands, covered with bright evergreen foliage, emerald

jewels in crystal settings, surrounded by mountains which pierce the clouds, and on whose lofty peaks may be seen the eternal snow and ice of hoary glaciers. The views from the hotel verandas are unrivalled. The bright green of the lawn sloping down, under the dense shade of the locust trees heavily laden with fragrant pink and white blossoms, to the

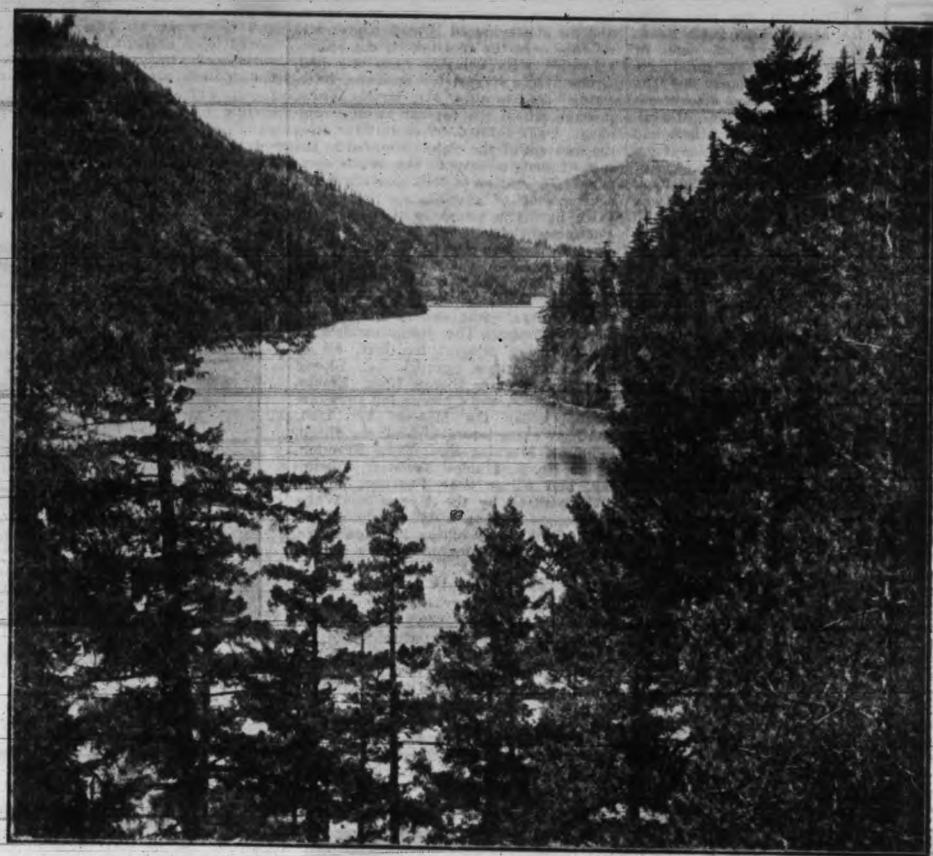
former was erected last year, and is the largest salmon hatchery in the world, its capacity being fifty millions. Guests may always be sure of a welcome from the efficient officer in charge, Mr. Thomas Robinson. The adaptability of the climate of British Columbia can be better appreciated after an inspection of the many varieties of flora of all countries under cultivation at the government experimental farm at Agassiz. Mr. Sharpe, the obliging superintendent, is ever ready to spend an hour with visitors who are



VIEWS FROM VERANDA ST. ALICE HOTEL.

Interested in this institution, and in his company the time is pleasantly and profitably spent.

But the Harrison hot springs appeals to the tourist more than to the tourist or the sportsman. Those whose lives are made miserable by rheumatism, kidney, liver and stomach diseases, seek relief from the healing waters, and never seek in vain. Since the pioneer days of British Columbia the curative properties of the hot springs have attracted invalids from all along the Pacific Coast and the efficacy of these Harrison waters in the diseases above mentioned has long since made these springs the most noted in the Pacific Northwest. Well-arranged baths in the hotel are supplied with the mineral water. Those requiring medical advice may consult the resident physician, and baths may be taken under his superintendence. There is a separate department for ladies, and experienced attendants are in charge of each department. Following is the analysis of the waters made in the laboratory of the geological



VIEW OF HARRISON RIVER.



THE LANDING AND ST. ALICE HOTEL.



ON THE HOTEL LAWN.



A DELIGHTFUL WALK.

survey of Canada. It will be noticed that their composition is similar to the celebrated Baden Baden springs:

Temperature of Springs—Sulphur springs, 150 deg. F.; potash springs, 150 deg. F.

Specific Gravity—100 deg. F.—Sulphur springs, 1.00113; potash springs, 1.00110.

Grains per Imp. Gallon—Potash springs, at 99 deg. F.

Chloride of Potassium—Sulphur springs, 1.722; potash springs, 28.414.

Chloride of Sodium—Sulphur springs, 31.297; potash springs, 1.414.

Chloride of Lithium—Sulphur springs, undetermined; potash springs, undetermined.

Sulphate of Soda—Sulphur springs, 33.091; potash springs, 28.749.

Sulphate of Magnesia—Sulphur springs, 147; potash springs, 108.

Sulphate of Lime—Sulphur springs, 14; potash springs, 15.792.

Sulphate of Strontia—Sulphur springs, undetermined; potash springs, undetermined.

Bi-Carbonate of Lime—Sulphur springs, 6.200; potash springs, 6.080.

Bi-Carbonate of Iron—Sulphur springs, 4.634; potash springs, 4.102.

Alumina—Sulphur springs, trace; potash springs, trace.

Silica—Sulphur springs, very small amount; undetermined; potash springs, very small amount; undetermined.

Organic Matter—Potash springs, trace.

Sulphuretted Hydrogen.

Totals—Sulphur springs, 99,990; potash springs, 82,327.

## TOURISTS FROM AUSTRALIA AND THE ORIENT

will recognize the advantage of such a resort, where, at the end of a long sea voyage, they may rest a few days before continuing their journey by rail.

THE ST. ALICE HOTEL is open all the year round.



BOATING ON THE LAKE

## TRAIN SCHEDULE OF SUMMER MONTHS.

From Vancouver and New Westminster—Leaving 8.00 a.m. and 5.15 p.m.; arriving Agassiz 10.33 a.m. and 8.00 p.m.  
From Bellingham—Leave 4.40 p.m.; arrive Agassiz 8.00 p.m.  
From Seattle—Leave 12.30 p.m.; arrive 8.00 p.m.  
Week end excursions from Vancouver, New Westminster and Bellingham to Agassiz at single fare for round trip.  
Victoria boat connects with 5.15 p.m. train from Vancouver.

Address all inquiries to  
**THE MANAGER,  
ST. ALICE HOTEL,  
HARRISON HOT SPRINGS.**

Rates, \$2.00 to \$3.00 per day; \$12.50 to \$17.50 per week, according to location of room in Annex or Hotel.

Coaches meet all trains. BUY YOUR TICKETS FOR AGASSIZ

## DOMINION GOVERNMENT HATCHERY, HARRISON LAKE.

tion, 70 miles from Vancouver, on the main line of the Canadian Pacific Railway, brings the tourist to the St. Alice hotel, which is situated at the foot of Harrison lake, a magnificent sheet of water 40 miles in length, on whose bosom are many large islands, covered with bright evergreen foliage, emerald

shore—the limpid blue-green water stretching miles away to the base of the forested, snow-capped mountains, and the soft blue sky overhead present a scene which is a delight to the eye. With such an attractive body of water it is needless to say that boating is very much indulged in. A fleet of well-

ble field—every leaf in the book of nature showing the impression of her most perfect handiwork.

Everything about Harrison Hot Springs suggests the greatest possible degree of comfort, combined with a variety of means of enjoyment seldom found elsewhere. Among the points of interest to be visited in the vicinity may be mentioned Rainbow and Eagle Falls, Echo Bay, Castle Island, Solileum Rock and Cove, Harrison River, Chehalis rancherie, and the hop ranches. Special mention should be made of the Dominion government salmon hatchery at Harrison lake and the experimental farm at Agassiz. The



equipped boats, has been provided by the management. Sail boats and steam launches are available, giving opportunities for visiting the many beautiful spots near the springs at a very small cost. Saddle and driving horses are also available. In addition to these, delightful walks through the woods, mountain trails to climb, tennis courts, croquet lawns, baseball grounds, good hunting and fishing in season and beautiful sandy beaches for those who prefer fresh water bathing to the thermal waters of the springs, afford unlimited outdoor entertainment, while for indoor amusement there are ping-pong and billiard tables and a dancing pavilion of large dimensions, where the varieties of the



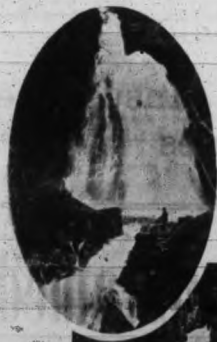
ONE OF THE BATHS.



VIEW FROM VERANDA ST. ALICE HOTEL.



OUTING ON HARRISON LAKE.



UPPER CASCADE, RAINBOW FALLS, EAGLE FALLS, LOWER RAINBOW FALLS.



ANOTHER VIEW OF HARRISON LAKE.



# Great Producer of Slocan

**L**OCATED in the year 1891, the higher hills with snow, the discovery of one of Slocan's greatest producers reads like a romance. The Slocan had been discovered; Bill and Jack Hennessey, Jack McGuigan, Eli Carpenter and a few others had made a trip over the mountains from Ainsworth, returning with samples of what looked like very ordinary galena. Rumors were soon rife that the ore was not of the ordinary; friend whispered to friend, parties were formed secretly to strike for the new El Dorado, and one fine morning very late in September, Ainsworth, or rather what was left of it, awoke to find itself almost deserted. The discovery of the Hennessey brothers and Carpenter had set the camp agog, and the wildest dreams of wealth filled the brain of the ever optimistic prospector. It mattered not to him that winter was close at hand. With only such supplies as could be packed on their backs the prospectors rushed out of Ainsworth across the towering Selkirk, some by way of Kaslo creek, others up Coffee creek, and still others by the way of Slocan river and lake to Carpenter creek.

Among those who quitted the town in the small hours of the day were John Sandon, an old-time prospector, and Bruce White, whose life in the woods of northern Michigan had fitted him for the race. They, with four others, came over the divide from Ainsworth, and located extensions on the Noble Five group which had been staked the previous day. On October 9th, Sandon and White separated from their fellow travelers, but all verbally agreed that they should share alike in any claims staked. Quitting their camp in the gulch at the foot of the Noble Five slide they traversed Carpenter creek to where the city

hill. Limit of time and grub caused the prospectors to hurry from their bonanzas, and an old-fashioned Slocan winter laid its robe over the treasure on the hill. Loaded with samples from the find, Bruce White started for Spokane, interesting his brother, Mr. B. N. White, through whom the present owning company was formed. Negotiations with the locators of the claims resulted in the sale of the property to the White company. The spring of 1892 saw the initial development of the Slocan Star mine. With hardly a pause in the work the management has pushed along, never ostentatious, but always with an eye to the interests of the stockholder. The Slocan Star mine, popularly so called, for the reason that the discovery claim, "Slocan Star," was and is still famous as a producer. The group consists of the following mineral locations, all of which are crown-granted, i.e., Slocan Star, Silversmith, Slocan King, Emma, Jennie, Jessie, and Chicago (all these are located under the Mineral Act, 1891, and have extra lateral rights); the Shog, Windsor, Morning Sun, Echo Fraction, Ophir No. 3, Hidden Treasure, Wyoming, and Silver Star Fraction, owned and operated by the Byron N. White Company (foreign), a Wisconsin corporation, with head offices in Milwaukee. Its officers are: President and general manager, Byron N. White, Spokane, Wash.; vice-president, J. Hoyt Smith, Milwaukee; secretary and treasurer, J. W. Dadmun, Milwaukee.

The mine has been opened from the outcrop of the vein by a series of tunnels, Nos. 1, 2, 3, 4 and 5, each of which is a cross-cut into the hill to tap the vein. No. 5, the lowest working tunnel, taps the vein at a distance of 800 feet from the outcrop. From this point drifts are driven east and west on the vein for a distance of over 4,000 feet

in width from a few inches to forty feet. A great part of the ore is hand sorted, and where at all possible this is resorted to on account of the loss in silver occasioned by concentration. Large bodies of concentrating ore are also found, which with the residue from the sorting tables are treated in the company's concentration plant.

During the spring and summer of 1896 a concentrator of 120 tons daily capacity was built. At the time it was considered complete, but as many things in all lines of business, it outlived its usefulness, and was completely remodelled under the superintendency of Mr. Chas. L. Cuiver, and now turns out a finished product of galena and zinc blend with a minimum of loss in the operation. In the early days of the Slocan Star, and in fact every other mine in the Slocan, zinc was considered a detriment to the ore. This has all been changed, and while the zinc is still a detriment to the lead if allowed to go with it, the lead is also a detriment to the zinc, and is penalized by the smelters. The aim, therefore, is to make two clean products, or as nearly so as modern methods make it possible. The lead concentrates from the Slocan Star mill averages about 50 ounces silver, 58 per cent lead, and 6 per cent zinc; the zinc concentrates average 45 ounces silver, 37 per cent zinc, and 1.5 lead. Owing to the complex nature of some of the ore, this is considered very close work.

The company is to be congratulated on its success in this direction, and both products find a ready market at good figures. The crude ore averages 175 ounces silver, and 65.8 per cent lead. Since the discovery of the Slocan Star mine, there have been mined and shipped to the smelters 37,500 tons of galena, and 1,980 tons of zinc. The total

contents of this ore in round numbers are as follows: 3,500,000 ounces fine silver, 22,300 tons metallic lead, and 725 tons metallic zinc, showing a total gross value of over \$3,500,000. From the shipments of ore, all the working expenses of the mine, freight and treatment charges, etc., have been paid; valuable mineral claims have been added to the original group; the erection of the concentration plant, mining machinery and appliances installed, and dividends amounting to \$517,000 disbursed to the fortunate stockholders. Not a call has

its vein, nor is it confined to verticle side lines. They have over a mile in length on the vein and can follow it to an indefinite depth.

The past winter saw the first zinc ore leave the mine as a marketable commodity. This shipment of 1,080 tons, representing four months' run of the concentrator, was shipped to the United States Zinc Company, Pueblo, Colorado. Recovered as a by-product that, which only a short while since was considered a detriment to a mine, now forms a very valuable asset. Magnetic separation of the zinc concentrates, which is also included in the list of proposed extensions, will further enhance the value of the zinc.

Taken as a whole the future of the Star mine looks very bright. The company has paid the stockholders in full, and more, and has stoves of ore in sight that insure the payment of further dividends, a record which is unequalled by any other British Columbia mine.



BIG GALENA BOULDER, SLOCAN STAR.

been made on capital account, and there is little likelihood of one being made, the aim of the company being to keep several years' expenses in the treasury at all times.

With the ore showings in the lowest workings of the mine the company feels justified in further development work on a large scale. It is proposed to drive a main working tunnel to tap the vein at a vertical depth of 400 feet below the present openings, or about 600 feet on the vein. The crosscut will start from a point just about the present concentrator following room for storage capacity, and will tap the vein about 2,400 feet from the portal. Drifts will be run east and west on the vein the full length of the claims as rapidly as circumstances will allow. The proposed work will take some time to execute, but the importance of it cannot be overestimated. Mechanical haulage on this level will be resorted to; an electric or water power compressor will be installed at some convenient point on Carpenter creek. Mining costs will be reduced to a minimum, and sufficient ground opened up to keep the present concentrator in operation at its full capacity for many years. Unlike many mines of the Slocan, the Star is not confined to one claim in length on



VISITORS IN SLOCAN STAR MINE.

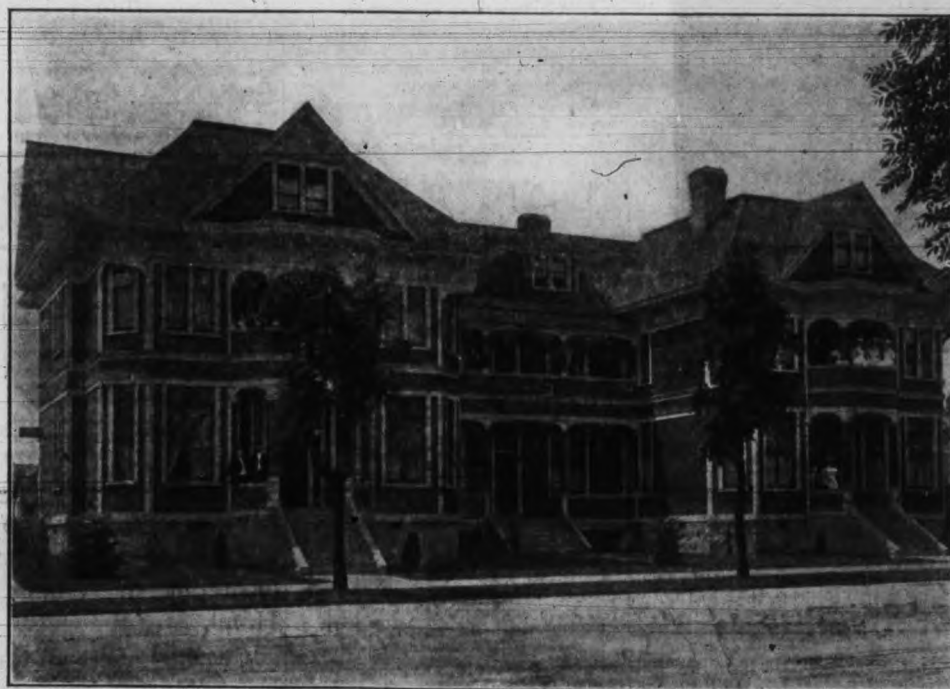
of Sandon (a monument to the intrepid prospector whose name it bears) is located. Turning south up Sandon creek they pitched their tent on the flat where the Slocan Star concentrator now stands. The timber was so thick that travel was very difficult, and prospecting at any distance from the stream next to impossible. Float was discovered here and there, but otherwise the first day out was barren of results. Three days' supplies was all that their larder could boast, but the float in the creek drew them on.

About a mile up Sandon creek they found a vein which from its size promised well, and with feverish haste they prospected on either side. About two o'clock in the afternoon White discovered the great outcrop of ore, and here were set the stakes that made the Slocan Star mine thine for the finding. It is doubtful if a finer outcrop of ore was ever sighted by a hungry prospector. Clean galena twenty to thirty feet in width had been exposed by the hand of nature. Great boulders of the same material, one weighing 125 tons, being found the following summer where it had broken loose and rolled down the

on the vein. Numerous intermediate levels, drifts, winzes, etc., have been driven in the various workings on the vein, showing a total of nearly 20,000 feet of development.

A winze has been sunk near the west end line of the Slocan Star claim, reaching a vertical depth of 100 feet below level No. 5. Drifts each way from this winze show pay ore in large quantities. Similar work is being prosecuted on the Silversmith claim with like results. Numerous shoots of high grade ore have been opened up in the various workings of the mine from all of which ore has been stoped. There are great stoves of ore still in reserve, and in all probability other good ore bodies will be opened as the vein is further prospected.

The Slocan Star vein is a true fissure cutting the formation at different angles in its course. The general trend of the vein is northwest and southeast, but sweeping bends occur which makes it have the appearance of running at right angles to this course. The ore is either galena or zinc blend, with high values in silver. The ore occurs in shoots which vary in length on the vein, the average being from 100 to 200 feet, and varying



## BURRARD SANITARIUM, LTD. VANCOUVER, B.C.

### A New and Thoroughly Equipped Private Hospital

Specially adapted for Surgical, Gynecological, Electrical and Light Treatment, including X-ray and Finest Light. Special accommodation for Lying-in Cases. An Optical Department in connection, where eyes are scientifically tested and glasses adjusted. Electric Light, Russian and Turkish Baths with Massage Treatment and Salt Glows.

Beautifully situated; surrounded by spacious grounds, commanding views of city and adjacent points of scenery, making it a veritable paradise for convalescents.

## FOUR POINTS

Where the BURRARD SANITARIUM excels:

It was designed and built for a Private Hospital; It is the best equipped medical and surgical institute in Canada; Doctors are always in attendance—their offices are in the building; Lowest Death Rate of any hospital in Canada, public or private, as shown in latest annual report.

BEAUTIFUL PROSPECTUS with illustrations of interior and exterior MAILED ON APPLICATION  
Dr. TELFORD, President and Manager

## Union Iron Works

Largest and best equipped Foundry and Machine Shop in—  
land Empire.

### Designers and Builders of Mining Machinery

Crushers, Hoists, Ore Buckets, Engines, Boilers, Ore Cars, Horse Power Whims, Hand Hoists, Etc. Heavy Blacksmithing and General Repair Work a Specialty. Write Us for Estimates.

Union Iron Works, Spokane, Washington

TELEPHONE M 43

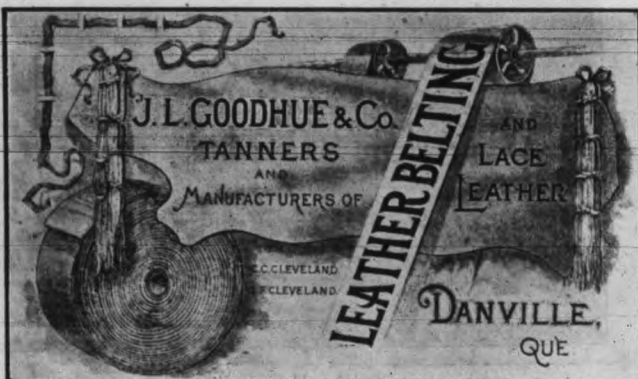
# MINING and SMELTING MACHINERY

## Special Sheet Work

## Water Jackets and Heavy Forgings

## UNION IRON WORKS,

Spokane, Washington, U. S. A.



## E. M. Sandilands, Notary Public

Mines, Stocks and Insurance  
Slocan Mines

## Crown Grants Obtained

Cable Address—"Sandilands."  
Codes—Morning & Neal, Clough.

REPRESENTING:  
LIVERPOOL, LONDON AND GLOBE, OF LONDON.  
PHOENIX INSURANCE, OF LONDON.  
BRITISH ASSURANCE COMPANY, OF TORONTO.  
MARYLAND CASUALTY COMPANY, OF BALTIMORE, OHIO.  
CONFEDERATION LIFE ASSOCIATION.

Sandon, B. C.



## Prosperous City of Revelstoke—Its Birth and Agencies That Made It.

THE city of Revelstoke has and enjoys a situation that that world-famed region, stands on the threshold of the "Gateway of Kootenay." It has been well named. "The its contemporaries in British Columbia's sisterhood of cities may heartily envy. From its superb site on a spacious plateau it commands the panorama unfolded by the majestic Columbia, which winds its silent way in increasing momentum and volume as it receives its watery tributaries from the mountains down the beautiful valley of the Arrow lakes. A glance at Revelstoke from an eminence would convey the idea that supernatural agencies fashioned its location. The mountains seem to have humbly retreated to make way for it. At its very gates the river lays the product of the lumberman, for Revelstoke can boast of proximity to a wealth of timber which alone is sufficient to bring it prosperity.

On the east the Illecillewaet hurls itself boisterously and petulantly from the Selkirk, and just below the city becomes a part of the Columbia. And this, in itself, is another potentiality that nature has designed for the advantage of the Gateway City. The energetic authorities of the place have placed it in harness and from the power it is com-

to the fact that last year the cost of remodeling and thoroughly improving the old waterworks system, amounting to \$10,000, was met entirely out of the current revenue. The water supply need never worry the council of Revelstoke. A part of the system is in the shape of two reservoirs with a combined storage capacity of 100,000 gallons, which is not only adequate for domestic purposes, but sufficient to provide splendid fire protection. In fact the pressure in the business section is 110 pounds. As before stated the power for the lighting system is obtained from the Illecillewaet river, and so far a 543 h.p. plant has been found sufficient to supply 2,500 lights.

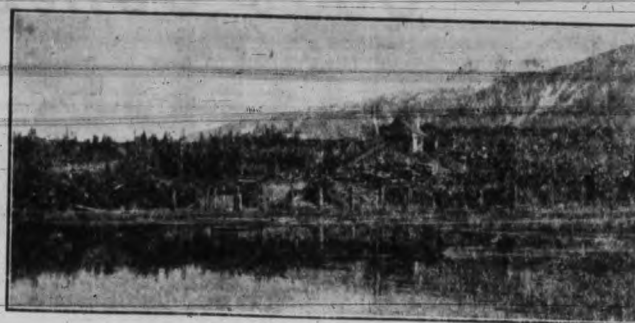
From the water and light franchises the city derived a net profit of \$9,614 during the first year, in addition saving the taxpayers \$1,823, representing the amount hitherto paid to the Revelstoke Water and Light and Power Company, from whom the rights were acquired. The system, therefore, earned a revenue to the city equivalent to 17½ per cent. on the cost of purchase in the first year of civic operation, and this apart from the fact that on the system being taken over the charges were reduced to the Vancouver scale. With the steady growth of the city, and the extended use of water and light the revenue will pro-

ber Company, the Yale-Columbia Lumber Company, and others, all of which operate mills within short distances of Revelstoke. Another establishment will be started at Arrowhead before long.

All these big mills find a ready market for their product in Manitoba and the Northwest Territories, a market that will wonderfully increase when the disabilities under which the industry is laboring are removed. Their disbursements in salaries run away into the thousands, most, if not all, of which finds its way to Revelstoke. So it will be seen that the stride of the "Gateway City" of Kootenay must inevitably keep pace with the rapid development of the timber resources of the vicinity.

But Revelstoke need not depend upon the lumber industry for its life blood. Even if this splendid potentiality were lacking, it would still have a force behind it that would make it loom up substantially on the map. This is the mineral wealth directly contiguous to it. This place is the heart of the mineral of \$182,246, or an average increase of \$45,584 per month, which is equivalent to a yearly increase of 10½ per cent. And in this connection it should be borne in mind that the valuations of the city are most conservatively based.

Revelstoke lies in one of the finest timber belts of the continent. Lumbering



REVELSTOKE LUMBER CO.'S SAWMILL.

Rapids the steamer Revelstoke, constructed by local enterprise, supplies means of communication three times a week, and after a time even more intimate connections will be established by a tramway past the rapids, and another steamer on the river above them.

Among the companies operating in the Big Bend district is the Prince Mining & Development Company, which owns the Standard group of copper claims on the forks of Downie creek. This com-

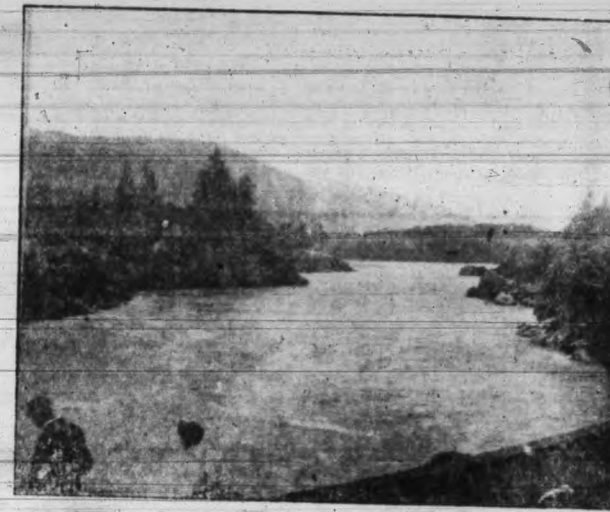
As a transportation centre, Revelstoke ranks next to Vancouver in importance so far as railway traffic in British Columbia is concerned. At this place are situated the C. P. R. machine shops for the Pacific division. These employ over two hundred men. As an instance of the extent of the railway traffic at Revelstoke, it might be mentioned that seventeen train crews run in and out. It is the headquarters of the superintendent of the Mountain & Shuswap division. The Canadian Pacific railway pay roll at this place is \$60,000 a month, or between \$700,000 and \$800,000 a year.

Revelstoke is the junction of the Arrowhead and Kootenay branch line, connecting with the main route. This branch covers an immense field, serving Arrowhead, the Fish Creek country, the Lardcan, one hundred and eighty miles on the Arrow lakes, and connecting with the Crow's Nest railway via Nelson, Columbia & Western via Robson, and also the Rossland line. The traffic with these points shows a steady increase as the mining and lumbering industries are being developed. Moreover, it should not be forgotten that the connection between Revelstoke and the Crow's Nest railway over the Lardcan branch will make it the greatest freight transportation centre of Western Canada. The Crow's Nest road gives the C. P. R. the most favorable grade of any line crossing the continent, a grade that will be maintained by the continuation of the road path by way of Kootenay lake and the Lardcan. The sections between Revelstoke and Arrowhead, and between Trout lake and Kootenay lake, were constructed last year. It is important to the Canadian Pacific railway, in view of the competition it will receive from the Grand Trunk Pacific on the north and the Great Northern on the south, through the Victoria, Vancouver & Eastern, that it should have the very best transportation facilities obtainable, so that it can handle

tory adjacent and tributary to the Big Bend of the Columbia and Canoe river, will be brought into direct touch with Revelstoke, which will add largely to the city's importance as a distributing centre. The mica fields of the northern country are known to be among the best in the world, and the owners of the large mica deposit at Tete Jaune Cache, of whose property no less an authority than the late Sir G. M. Dawson spoke in the most eulogistic terms, have offered to put up a large portion of the capital required to open up the northern country in this way. Given the transportation planned, the mines will be operated on the large scale justified by their excellence.

In addition to the commercial prestige that must be the lot of Revelstoke, with the development of all this transportation programme, there is another phase

notable feature in the composition is the presence of a very considerable amount of sulphuretted hydrogen, and also of the rare substance of lithia. Of this latter substance there is fully six times as much as is shown to exist in any different American waters, the result of the analysis of which is now before us. One gallon of the water contained the following ingredients: Chlorine, 8.14; sulphuric acid, 732.43; silica, 74.20; lime, 84.57; alkalies as soda, 5.71; magnesia, 232.00; lithia, .86; sulphuretted hydrogen, 32.00. A McGill, F. R. S. C., analyst to the inland revenue department, who visited the springs, has no hesitation in saying that these springs are among the richest in lithium salts in America—if not indeed the very richest in this respect. The Halcyon Hot Springs sanitarium and cottage annex



A PARADISE FOR FISHERMEN AND ARTISTS.

that should not be overlooked. This is the tourist travel. That the present main line of the C. P. R. will ultimately become the tourist and passenger route for the reasons cited above, there is no doubt. But take the line from Revelstoke south, and follow the Columbia to Arrowhead, then board one of the commodious, speedy lake steamers, and the passenger will behold a scene that cannot be repeated anywhere. The Arrow Lake trip can hardly be described. It presents a variable changing panorama that must rank as one of the chief glories of the province. From Arrowhead to Robson there lies 130 miles of water, which

provide adequate accommodation for the numerous visitors seeking a revival of health, or for recreation.

As a residential city, a place for homes, Revelstoke possesses many advantages and the progress it is making along this line is abundant testimony to the fact. It has many attractive homes and while its whole plan is based upon those galvanic building bones which prove imperious when the era of development occurs, its property brings good values and its building operations are Revelstoke Land Company was organized, and purchased from the English owners what was known as the smelter townsite addition. It laid out along Kootenay a broad thoroughfare called, like blocks. A considerable sum of money is now being used in opening up and grading the streets leading to Kootenay avenue, in laying walks and making general improvements. Among the residences which will soon adorn the most desirable locations are structures that will cost from three thousand to ten thousand dollars. Revelstoke has shown a decided improvement in the last year in some instances having advanced one hundred per cent.

Revelstoke has some excellent public institutions among them being the largest and best equipped hospital in the district. It has public and high schools, an armory, a city hall and fire department headquarters, and the provincial government building which is presided over by P. Fraser, the gold commissioner. Mr. Fraser has resided in the district for twenty years, and holds a bewildering variety of positions, which are worthy of reproduction here: Gold commissioner, government agent, assessor and collector, having jurisdiction over a territory embracing the whole of the Revelstoke riding and portions of Kootenay, Shuswap and Fair divisions, and including the most important divisions of Big Bend, Lardcan, and Trout Lake, registrar of the County court and district registrar of the Supreme court; registrar of deaths, births and marriages; registrar of marriage licenses; clerk of the peace and stipendiary magistrate; assistant commissioner of lands and works; chairman of the local provincial board of health and inspector under the Cattle Act.

The various business concerns are also well quartered. Two banks are operated in the city, the Imperial and Molsons, and the former has shown its ability in the place by erecting a handsome building. The fine brick store completed nearly two years ago by Hume & Co. has been described by travellers as one of the best in the province. Many other well built and adequately appointed structures confront the visitor to this bustling interior community.

Revelstoke is unquestionably a place with a future. As this great province expands the city's limits will proportionately extend. Its population is now three thousand or thereabouts, which is but a circumstance to the figure that will follow the systematic development of its tributary resources from timber, mineral and transportation standpoints.



GENERAL VIEW OF REVELSTOKE.

pelled to furnish is generated the electricity which lights the streets and the public and private buildings. Many municipalities are required to go away back to the mountains for this power; they have to build tunnels, string miles upon miles of wires and surmount obstacles which require thousands and thousands of dollars' expenditure. But not so Revelstoke. This favored city gets its power from a point but a mile distant, and on the main line of the Canadian Pacific railway.

Revelstoke was first located by A. S. Farwell, ex-surveyor-general of the province, who bestowed upon it his name. This was about twenty-one years ago, and its site was on the right bank of the river a mile and a half or so from the present depot. Major Rogers had discovered a feasible pass for a railway through the mighty rampart of the Selkirk mountains. In the spring following the laying of the rails the name of the place was changed to Revelstoke, after Lord Revelstoke, a director of the C.P.R. From this it will be gathered that Revelstoke is a railway town, its genesis being an incident in the great colonization programme associated with the construction of that magic steel nationalizer known as the Canadian Pacific railway.

But Revelstoke did not leap to the dignity of a matured city in a day. Its growth was not of the spasmodic, uncertain order. It was not incorporated until March, 1899, but when it received its charter aspirations to still greater prominence stirred its citizens. Civic improvements in an extensive scale were found necessary, and—aid by one these have been supplied. Two of these improvements, which have been burning questions in many more pretentious communities, do not disturb the people of this place. These are the electric lighting and waterworks systems, which are owned by the corporation and are profitably conducted. In this respect Revelstoke is ahead of the two largest cities of the province, the people of which have to pay a private corporation for their domestic lighting.

Naturally the inauguration of such important works as these involved the city in a bonded indebtedness, but it is not very formidable, amounting to \$102,000. As an indication of the financial solidity of the place its people point with pride

portionately increase, and even this splendid return on the investment will be exceeded. The following annual valuations of land and improvements in the city for the five years extending from 1900 to 1904 inclusive will show the steady progress of the place:

Year.	Land.	Improvements.	Increase.
1900	\$273,346	\$288,446	
1901	314,851	338,420	\$81,270
1902	317,426	343,230	7,385
1903	342,253	390,700	52,550
1904	340,478	408,700	41,223

The above figures show a total increase of valuation in the last four years of Revelstoke has sixty employees

is, therefore, its chief industry. The Columbia river drains an area of about three hundred miles of heavily-timbered valleys, which contain forests of cedar, spruce, fir, hemlock and pine, and it can truly be said that the magnificent wealth within these limits has been only superficially disturbed. And this great tract is directly tributary to the city, which is the heart of it, and is most gratifyingly susceptible to the operations of the timber men. Investors have realized this thoroughly, and already have spent many thousands of dollars in exploiting the forest wealth. It will not be long before Revelstoke will be the centre of a lumbering industry that will astonish the people of the province. Two years

ago the Fred Robinson Company was the only concern in the locality. Now there are the Revelstoke Lumber Company, with its well equipped mill, the Bowman Lumber Company, while the Mundy Lumber Company is erecting a \$150,000 mill at the time of writing, at Three Valley lake, about nine miles west of the town. The Bowman Lumber Company was organized last winter with a capital of \$1,000,000, and operates mills at Revelstoke and Comaplay, the combined output being 120,000 feet a day, which establishes this concern as the one of the largest in the province. The belt of North Kootenay. At Camboorne, on the south, are three stamp mills which have proved the mineral resources of the district by the gold bricks produced, and the extensive bodies of silver lead ore which lie near at hand have been practically untouched. This is particularly true of the Fish Creek section. On the Arrow Lakes and along the main line of the C. P. R., both east and west, are extensive deposits of silver-lead and zinc ores, only waiting capital and the skill of the miner to convert them into wealth producers. At the north is the famous Big Bend district, which for years has been the scene of considerable mining activity, with fables and places. Not only is this locality rich in precious metals, but it is also abundantly timbered, and with the outlay of the necessary capital it will prove one of the most prosperous sections of the province. For about fifty miles up the river to Death

pany has already spent \$55,000 in development work, extending back for a period of five years, while its staff to-day is ten times as large as that which originally labored there. A fine pay has been opened up in several places, and the ore is said to average from nine to ten per cent. in copper. Other favorable properties are the Carbonate, Chief Group, Keystone, Silver Shield, the Roseberry Group, and the J. and L. Smith. Beyond Death Rapids, in French Creek, placer mining is being carried on, and a great deal of money has been invested. In this connection the following extracts from the report of the minister of mines for the province of British Columbia, which has just been issued, will prove of interest:

"During the year metalliferous mining in the Revelstoke and Illecillewaet divisions has been confined almost entirely to assessment work. The Prince Mining Company uncovered an unusually large body of copper ore of very encouraging value. The properties owned by this company are considered among the most promising of the Big Bend district. Steady development has been going on both at Carmel's creek and Keystone mountain, with very promising results. In our placer mines the Revelstoke and McCulloch creeks, leases were worked, employing from eight to ten men. At Camp creek a large amount of gravel was moved, and the same can be said of Chemoor, No. 2, on Smith creek. French creek remained singularly quiet during the greater part of the year, but since the promotion of the Buffalo Mining Company, which is now employing some twelve men on French creek, it is showing considerable activity with promises of success. The encouragement given to the mining industry by large expenditures during the past few years by the government for roads and trails, is bearing fruit, and several properties considered inaccessible have in the past year made trial shipments, justifying larger expenditures in their further development.

By the foregoing it will be seen that mining in this section of the province is only in its infancy, and that much is expected from its development on an extensive scale.



REVELSTOKE CITY SCHOOL.

on the pay roll. The capacity of the Revelstoke Lumber Company is forty thousand feet a day and employs forty men in the mill and sixty in the woods. In addition to these are the Arrow Head Lumber Company, the Big Bend Lumber Company, the Plinston Creek Lum-

ago the Fred Robinson Company was the only concern in the locality. Now there are the Revelstoke Lumber Company, with its well equipped mill, the Bowman Lumber Company, while the Mundy Lumber Company is erecting a \$150,000 mill at the time of writing, at Three Valley lake, about nine miles west of the town. The Bowman Lumber Company was organized last winter with a capital of \$1,000,000, and operates mills at Revelstoke and Comaplay, the combined output being 120,000 feet a day, which establishes this concern as the one of the largest in the province. The belt of North Kootenay. At Camboorne, on the south, are three stamp mills which have proved the mineral resources of the district by the gold bricks produced, and the extensive bodies of silver lead ore which lie near at hand have been practically untouched. This is particularly true of the Fish Creek section. On the Arrow Lakes and along the main line of the C. P. R., both east and west, are extensive deposits of silver-lead and zinc ores, only waiting capital and the skill of the miner to convert them into wealth producers. At the north is the famous Big Bend district, which for years has been the scene of considerable mining activity, with fables and places. Not only is this locality rich in precious metals, but it is also abundantly timbered, and with the outlay of the necessary capital it will prove one of the most prosperous sections of the province. For about fifty miles up the river to Death



IMPERIAL BANK, REVELSTOKE.



SCENE IN REVELSTOKE.

the business at the least cost. The present main line, with its route over the high summits of the Rocky and Selkirk mountains, will not permit this, and the only alternative of the big corporation in the premises is to make the main line with its unsurpassed scenic attractions in the mountains, the tourist and passenger section, and the Revelstoke-Lardcan division. This main freighting route. This will mean much to Revelstoke, making it the inland traffic emporium between the east and west.

As already pointed out in this article, private enterprise provided a steamship service up the river between Revelstoke and Death Rapids, a distance of about fifty miles, and that a tramway and river steamer beyond this torrential obstacle will eventually give it still further communications. By this means the terri-



"This water is remarkable chiefly for the large proportion of silica and alkaline salt which it contains. Another



# The Great Crow's Nest Pass Coal Company

Whose Extensive Operations Have  
Worked Wonders in South-East  
British Columbia

THE Crow's Nest Pass Coal Company Limited, is undoubtedly one of the greatest factors in the development of the province of British Columbia in recent years. Its scope of operations is in the Fort Steele mining division, East Kootenay, about forty miles north of the international boundary. Before describing the extensive works of this big company a brief reference to the coal discovery in the district would not be out of place. Coal is said to have been discovered there more than twenty years ago. Its first existence was admitted in the report of progress of geological survey of Canada for 1880-2. It was again referred to in the report for 1882-3. The coal bearing area was approximately defined and examined in a preliminary way by Dr. George M. Dawson in 1883. Later in 1891, after some of the measures had been prospected, it was visited by Dr. Selwyn, also of the geological survey. Dr. Dawson wrote: "This coal field, although it has not yet

land lying just west of the Crow's Nest Pass and extending for fifty miles along the east side of the Elk river. The enormous deposit of coal in this area makes it rank as one of the most remarkable deposits in the world. Altogether there are over 80 seams of coal, making a total thickness of about 230 feet. Taking into account only seams of three feet and over there is enough on this company's property to supply 10,000 tons a day for 10,000 years, and assuming that only half of this coal can be actually taken out of the ground the yield would amount to 5,000,000 tons a year for 5,000 years.

The Crow's Nest Pass Coal Company Limited, has now established and equipped three large collieries at Michel, Coal Creek and Carbonado respectively, and as there are several independent mines at each colliery, these which consist of different grades are produced, the company is able to supply various demands of commerce.

Blacksmithing coal, coke, bituminous steam and semi-anthracite are produced

per and lead ores. Its porosity is 43-44 per cent, which enables a very rapid combustion.

The following are average analyses of coke made both directly from sampling from each oven drawn, and also by analysis of the slack with which the ovens were charged:

	Moisture	Volatile Combustibles	Fixed Carbon	Sulphur	Ash
Coal Creek Coke	0.72	1.01	86.99	0.77	10.70
Michel Coke	0.42	1.02	87.68	0.90	10.25
Carbonado No. 1	0.42	1.02	87.68	0.90	10.25
Carbonado No. 2	0.42	1.02	87.68	0.90	10.25

The Canadian Pacific Railway runs through the property for a distance of 52 miles, cutting across the northern part of the field and passing directly through

wherever this coal has been tried, repeat orders have been the outcome. It is particularly adapted for heavy welding and is used for this purpose in all the Canadian Pacific railway machine shops from Winnipeg west.

This coal has now entirely superseded the Cumberland coal for blacksmith use in this country.

## A Semi-Anthracite Coal.

At Carbonado this company is now mining a semi-anthracite coal which has been highly spoken of as a good domestic fuel wherever it has been used. The sale of this coal is making rapid headway in the Northwest Territories and is considered by people who have given it a trial as superior for domestic purposes to any coal now in that market.

Where buildings are heated by furnaces the consumer will find his economy saving in his fuel bill by using Carbonado semi-anthracite coal as compared to the lignite coals hitherto used for heating purposes in this district.

ent producing coal. Electric, compressed air, and main and tail rope systems of haulage have been installed in these mines and the present output of 2,000 tons per day could on short notice be doubled.

At Michel colliery six separate mines have been opened up, but at present only two of them are being operated producing an output of 1,200 tons daily. The total capacity of this colliery is over 2,000 tons daily when all mines are in operation. A pneumatic haulage plant is in course of erection for No. 8 mine and when this plant is installed the capacity of this mine alone will be 1,500 tons per day.

At Carbonado colliery five mines have been opened up, but only three are now being operated. This colliery, when worked to its full capacity, can easily produce an output of 1,000 tons per day.

It will seem, therefore, that the combined capacity of the three collieries at present exceeds 4,000 tons per day and should the market warrant it this could be increased to between 5,000 and 6,000 tons daily. Any rapid increase in the consumption of coal in the territory tributary to this coal field could at once be taken care of by the production from these mines.

## Thousands of Coke Ovens.

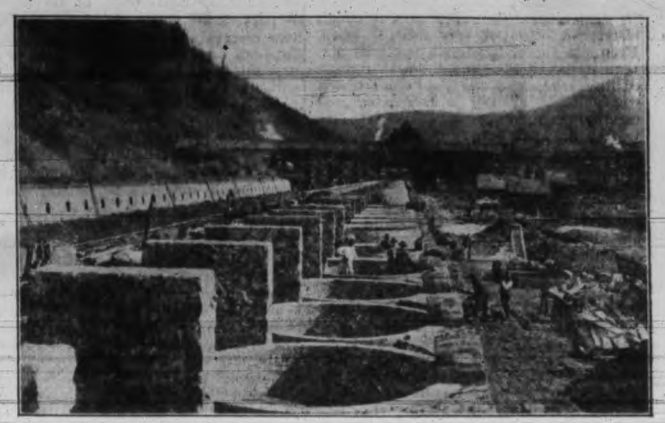
As already stated, as a kindred industry to coal mining, the manufacture of coke has been undertaken at all three collieries. The company has built altogether 1,128 bee-hive ovens, viz: 424 at Carbonado, 424 at Michel and 280 at Carbonado. The combined capacity of these ovens burning seventy-two hours coke is 1,500 tons of coke per day.

At the present rate of consumption of coke in British Columbia does not exceed 700 tons per day, it can readily be seen to what extent this company has provided itself against future contingencies.

This remarkable development within the last few years has only been accomplished by the expenditure on the part of the company of an enormous sum of money. This fact alone can be taken as a guarantee of the Crow's Nest Pass Coal Company's desire to assist in every way the efforts that are now being put forth to foster and build up the allied mining and smelting industry of this province.

## Increasing Output.

Showing beyond dispute the remarkable strides made by the Crow's Nest



COKE OVENS, CROW'S NEST PASS COAL CO.

Pass coal there is no very great area intact, but there are several points from which the measures can be conveniently worked, no excessive underground haulage will be necessary. The coal seams do not reach any great depth, being almost entirely above the level of the Elk river. The measures lying south of Coal creek, however, occupy a practically unbroken block of country 12 miles or more in width and of somewhat greater length. Along the front, by the Elk river, the beds continue to hold uniform easterly dips and behave in a similar way to what they do on Coal creek. Morrissey creek makes a slight indentation in their outline. A section eastwards from Morrissey creek would show that the measures, after first bending to a horizontal position, rise a little and then slope steadily downward until, at a point three or four miles from the eastern edge of the basin, they reach the lowest depth in the whole area. For the greater part the conditions for mining are favorable. Mr. McEvoy's estimate of the total available supply of workable coal is as follows:

"Total area of coal lands, 230 square miles, equal 147,200 acres.  
"One acre with 100 feet of coal would yield 153,480 tons of 2,240 pounds.  
"Fifty thousand acres would yield 7,674,000,000 tons of 2,240 pounds.  
"One hundred and forty-seven thousand two hundred acres would yield 22,505,200,000 tons of 2,240 pounds."

South Fork of Michel Creek.  
"Mr. W. W. Leach, also of the geological survey, spent the season of 1901 in examining Maroon creek and the upper valley of the South Fork of Michel creek. In his published report he mentions that the coal measures outcrop in this valley at a point about 10 1/2 miles from 'The Loop' on the Crow's Nest railway, a short distance above Michel, and at an elevation of about 900 feet above the railway. This valley affords a comparatively easy grade for a branch railway, as it is fairly wide and flat-bottomed, there would be ample room in it for coke ovens and other necessary structures. In a measured section of 921 feet 8 inches there were found 12 seams of coal ranging in thickness from 8 inches to 25 feet 2 inches, and aggregating 60 feet 6 inches. A comparison of this section with the one measured at Morrissey showed the coal seams to be 'fairly persistent, considering the fact that these two points are 10 miles apart. The intervening beds, however, show a wider variation, with a decided tendency to thin out in the lower part of the section at least.'"

Officials of the Company.  
The following comprise the board of directors:

Hon. Geo. A. Cox, president; Robert Jaffray, first vice-president; Lieut.-Col. H. M. Pollard, second vice-president; G. S. Lindsey, K. C., third vice-president; William F. Ferrie, Victoria; J. A. Genmill, Ottawa; J. D. Chipman, St. Stephen; N. B. David, Morrissey; Montreal; E. R. Wood; Toronto; Thomas Walsley, Toronto; Lieut.-Col. James Mason, Toronto; Frederic Nicholls, Toronto; C. C. Dalton, Toronto.

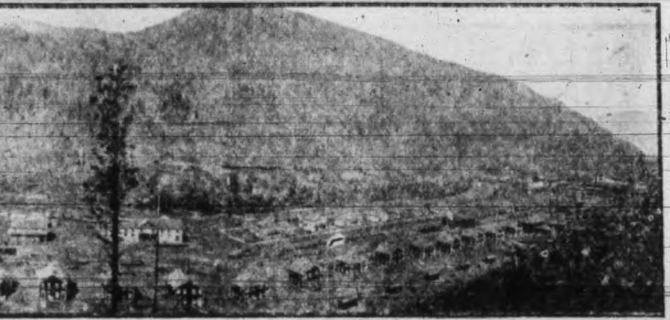
Officers.  
G. S. Lindsey, K. C., general manager; E. R. Wood, treasurer; R. G. Drinnan, general superintendent; James McEvoy, geologist and land commissioner; Daniel Davies, comptroller and purchasing agent; H. R. Wright, chief engineer; G. L. Pearson, coke superintendent.

## Thickness of Elk River Coal Measures.

In order to obtain an idea of the character and thickness of the cretaceous rocks occurring in the basin, a section was measured on the front of the escarpment, about three miles north of what is now known as Morrissey Junction. The site selected was on a small spur from the escarpment, where, some years before, excavations had been made on the outcrop of the coal seams. The crest of the spur has an average slope of nearly 30 degrees. An exceptional opportunity was here afforded of getting an unbroken section of nearly 5,000 feet. The actual thickness of strata measured was 4,736 feet 3 inches, and in this there were found to be 24 seams of coal, having a total thickness of 216 feet 2 inches. Of these there were two of a minimum thickness of one foot, and two of a maximum of 46 feet each. Mr. McEvoy observes: "Of the above thickness of coal the greater part, 188 feet, occurs in a thickness of measures of 1,847 feet. Deducting some of the smaller seams, say 3 feet and under, that could not be profitably mined, it may be safely concluded that there is a total thickness of workable coal of at least 100 feet."

Continuing, Mr. McEvoy describes the beds above and below the measured section and gives an estimate of 12,000 to 13,000 feet as the total thickness of the cretaceous rocks deposited in the area under notice. He makes a comparison between three seams occurring in part of the measured section, and those then being worked at Coal creek, distant about seven miles to the northward. From this he deduces that while there is at Coal creek a great diminution in size of the intervening beds, the coal seams are fairly persistent. The openings at Michel, 16 miles north of the mines on Coal creek, expose three seams of coal 15 to 17 feet in thickness, but there was not then sufficient evidence to correlate them with those at Coal creek. What there was, however, tended to show that some of the seams, at least, have a greater thickness at Michel than they have to the south.

Accessibility and Quantity of Coal.  
In the part of the coal lands north of



VIEW OF TOWN OF MICHEL.

been fully defined, must have an area of at least a couple of hundred square miles. There are numerous supposed coal seams, ranging in thickness from 2 to 30 feet, and although the whole series, supposed to comprise about 20 seams, covers only the central part of the field, it is already manifest that we have here one of the most remarkable coal basins known. Dr. Selwyn roughly estimates the coal underlying each square mile in one part of the field, at 19,952,000 tons.

The history of the development of these fields dates back to 1857. In June of that year Wm. Ferrie, then of Fort Steele, and Lt.-Col. Baker, then member of the provincial legislature for that district, decided to prospect the coal measures, the existence of which had been reported to them by Michael Phillips, an old Hudson's Bay Company employee. Every summer, for eight or nine years, Mr. Ferrie took men from Fort Steele to the Elk River district, where they prospected the coal seams outcropping there. A syndicate was formed in Victoria to acquire and develop these coal seams. Eventually a company was organized to take over the syndicate's holdings, and a charter authorizing the construction of the British Southern Railway, to give access to this coal district, was obtained from the provincial government, of which Lt.-Col. Baker was by this time a member. But about ten years (1887-97) elapsed before these promoters achieved their object, and began to see a return for all their patient and persistent effort. Their reward came with the eventual closing of an agreement with the Canadian Pacific Railway Company for the construction of the Crow's Nest Pass Railway. Meanwhile the Crow's Nest Pass Coal Company had acquired the coal lands.

Crow's Nest Pass Coal Co., Ltd., and Its Mines.

The further history of the development of the coal mines is practically that of the progress made thereforward by the Crow's Nest Pass Coal Company.

This company was incorporated in 1897 and commenced active mining operations the same year. The country was practically a wilderness at that time and construction work was only started on the Crow's Nest line of the Canadian Pacific Railway.

Since then the company has gone ahead, steadily increasing its plant and development up to its present capacity of 4,000 to 5,000 tons a day. Numerous towns and settlements have sprung into existence, with the prosperous city of Fernie in the central portion of the field. Sawmills and manufacturing have followed in the natural course of events and today the Crow's Nest is the most thriving portion of the province of British Columbia.

The company owns 250,000 acres of

and marketed separately.

## Quality of the Coal.

The following are some of the average analyses of coal taken from all the working places in different mines:

	Moisture	Volatile Combustibles	Fixed Carbon	Sulphur	Ash
Coal Creek Coal	0.74	23.18	69.26	0.49	4.42
Michel Coal	1.30	23.61	67.09	0.59	7.39
Carbonado Coal	0.90	13.08	74.99	1.20	8.27

## Coke Making.

As a very large proportion of the coal produced at these mines is made into coke it will be seen that coke making constitutes an important part of the Crow's Nest Pass Coal Company's operations. The physical conditions at Coal Creek and Carbonado (Morrissey) creeks are such that a departure from methods prevailing at most collieries where coke is made has been necessary, for owing to there not being room in the valleys near the mines for a sufficient number of coke ovens, these have had to be built away from the mines. The ovens of the Coal Creek colliery are at Fernie, between four and five miles from the mines; the Carbonado ovens are nearly two miles from the mines. The slack coal for coking in these ovens is loaded directly on to railway dump cars and hauled to big slack storage bins built near the ovens. At Michel the slack is collected from the screens in pockets, conveyed to an elevator, discharged on a second conveyor, and distributed to the slack bunkers as required.

The coke ovens are of bee-hive shape, diameter 12 feet, and have a circular "ere-hole" or chimney at the top. They are built in double rows, of fire brick, with supporting walls and piers of stone masonry filled in between with fire clay. A single standard-gauge railway track runs along the top of each battery, and on this are hauled, by light steam locomotives, the side-discharge steel larry cars which charge the ovens with 6 1/2 tons of slack each. The production of coke per charge is from 3,500 to 4,22 tons, the average being one ton of coke from 1.6 tons of coal. The time of burning is 60 to 72 hours, which gives a daily production per oven at the rate of 1.3 to 1.6 tons. No provision is made to recover the by-products. The coke is "quenched" or cooled and the dust washed off by hose-watering inside the ovens. This treated, it contains 1 1/2 ss moisture when drawn from the ovens on to the shipping wharves.

The coke produced is of great strength and is well suited to the smelting of cop-

per and lead ores. Its porosity is 43-44 per cent, which enables a very rapid combustion.

The following are average analyses of coke made both directly from sampling from each oven drawn, and also by analysis of the slack with which the ovens were charged:

	Moisture	Volatile Combustibles	Fixed Carbon	Sulphur	Ash
Coal Creek Coke	0.72	1.01	86.99	0.77	10.70
Michel Coke	0.42	1.02	87.68	0.90	10.25
Carbonado No. 1	0.42	1.02	87.68	0.90	10.25
Carbonado No. 2	0.42	1.02	87.68	0.90	10.25

## The Great Mines.

Considerable prospecting and development work has been carried on in different parts of the Crow's Nest Pass coal field since these properties were first acquired. This work has developed the surprising fact that where this coal field was originally tapped, viz., at Michel, Coal Creek and Morrissey the coal is found to be of much better quality than at any other point in the entire coal field.

At the above mentioned place, the Crow's Nest Pass Coal Company, Limited, have established large up-to-date collieries and are the exclusive miners of the now far-famed Crow's Nest steam coal. This coal, after repeated tests, has been found to equal in quality the best Western Canadian steam coals and to have a calorific effect equal to almost twice that of any coal mined in the western part of the American continent.

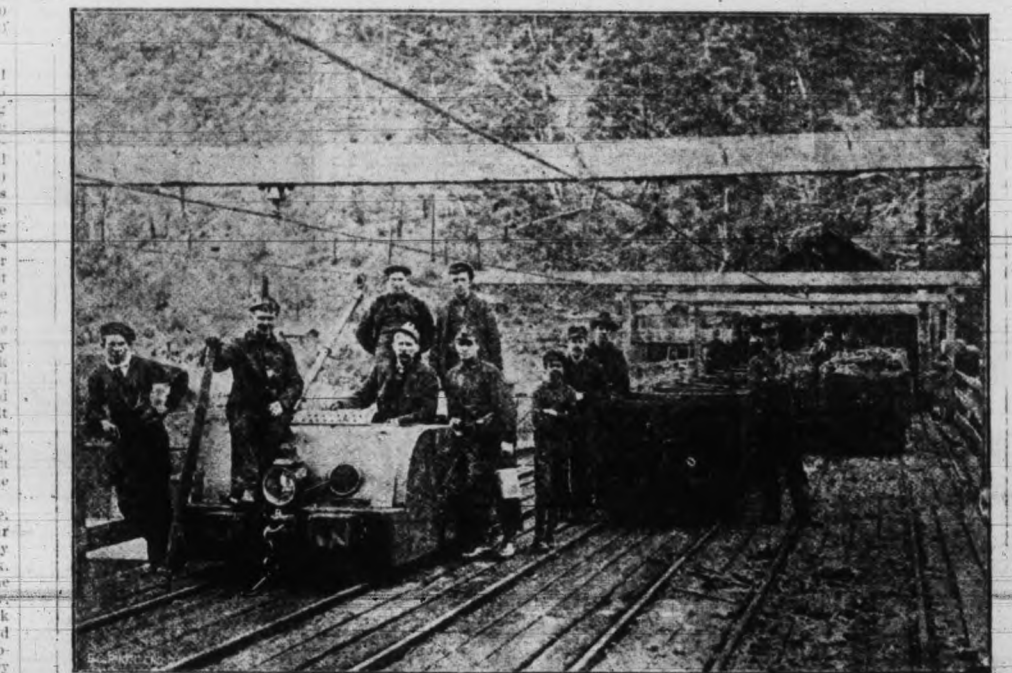
It was used exclusively by the Canadian Pacific and Great Northern Railway companies on the western divisions of their railways, and also by all the large consumers of steam coal in the mining and smelting districts of British Columbia.

## Blacksmithing Coal.

A special grade of blacksmithing coal is now being mined at Michel and is at present

## Very Best Grades.

In order to insure that only the best grades of coal are placed on the market, samples of coal are taken from all the working places in each mine periodically and analyses of same made by the company's analyst. By this means it is possible to prevent any inferior coal being mined or shipped. Careful attention is given to the cleaning and sorting of the coal after it comes out of the mine and all coal is first passed over



COAL CARS IN CROW'S NEST PASS COAL COMPANY'S MINE.

Creek collieries and the Carbonado collieries with both the Great Northern and the Canadian Pacific Railway by short lines of five miles in length in each case.

The Crow's Nest Coal Company, Limited, is therefore able to supply directly the two great transcontinental railways and at the same time has the advantage of marketing its product by way of either of these two competing lines.

## The Great Mines.

Considerable prospecting and development work has been carried on in different parts of the Crow's Nest Pass coal field since these properties were first acquired. This work has developed the surprising fact that where this coal field was originally tapped, viz., at Michel, Coal Creek and Morrissey the coal is found to be of much better quality than at any other point in the entire coal field.

At the above mentioned place, the Crow's Nest Pass Coal Company, Limited, have established large up-to-date collieries and are the exclusive miners of the now far-famed Crow's Nest steam coal. This coal, after repeated tests, has been found to equal in quality the best Western Canadian steam coals and to have a calorific effect equal to almost twice that of any coal mined in the western part of the American continent.

## Blacksmithing Coal.

A special grade of blacksmithing coal is now being mined at Michel and is at present

screens and picking tables before being loaded into the railway cars for shipment.

## Installing Improvements.

The company is at present installing at its Coal Creek colliery a steel tipple capable of handling 4,000 tons of coal in 10 hours. This tipple will cost when completed \$200,000 and will be equipped with the most modern devices for the proper cleaning and sorting of coal. Included in the machinery in this tipple are revolving drums, shaking screens and picking screens with adjustable aprons for the careful loading of coal and South gravity box car loaders. The plant is designed in such a way that any grade of coal from hand picked lump to fine slack can be sorted out and loaded separately. In this way the company is prepared to meet the requirements of any industry calling for a particular grade or size of coal.

Every precaution has been taken to guard against the breakage of coal while being screened and loaded, and with the splendid screening arrangements included in the equipment of this plant it will be possible to deliver to the customer coal of a grade and size of coal.

## Wonderful Development.

As an indication of the company's desire to put itself in a position to meet every possible extension of business in a country giving every promise of becoming a great industrial centre, it is only necessary to call attention to the wonderful amount of development work done by it at its different collieries during the last few years. At Coal Creek colliery six separate mines have been opened up and five of them are at present

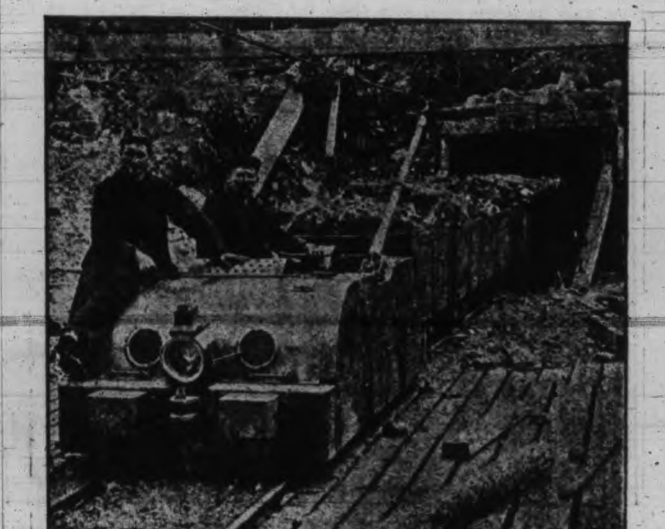
Pass Coal Company in the past seven years, the following figures of coal and coke production will prove interesting:

	Coal	Coke
Tons	Tons	Tons
1898	8,596	361
1899	118,290	29,458
1900	232,747	72,810
1901	425,457	125,085
1902	441,233	120,777
1903	601,118	167,729
1904	662,685	218,857
Total	2,548,027	735,287

## Geology of Coal Areas.

James McEvoy, then a member of the geological survey of Canada, spent the field-work season of the year 1900 in examining this extensive coal-bearing area. His report on it was published in the summary report of the geological survey department for the year 1900, and later the department published a geological and topographical map of these coal fields. As Mr. McEvoy's report is too long to be reproduced here, only a summary of it can be given.

He states that: "The area of cretaceous rocks in this vicinity is nearly 700 square miles in extent. The coal measures, originally deposited, over the whole area, have been eroded away around the edges, where the rocks are crumpled and folded, and along some of the deeper valleys penetrating well into the area, so that their actual area is approximately 250 square miles. In shape the area covered by the coal measures, like that of the cretaceous basin itself, is roughly speaking, a long pointed triangle, with its base to the



COAL CARS IN CROW'S NEST PASS COAL CO.

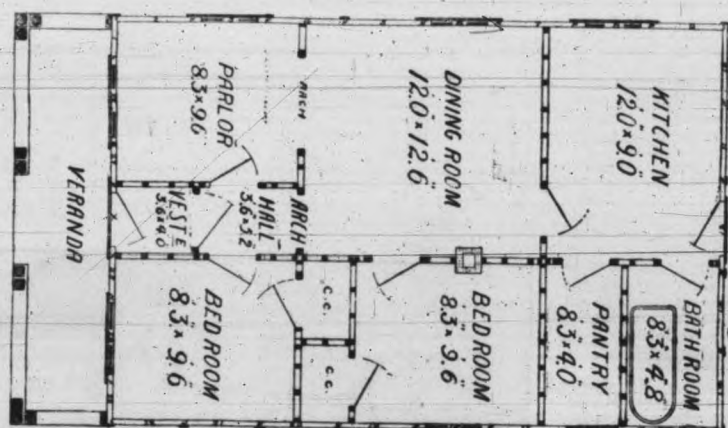
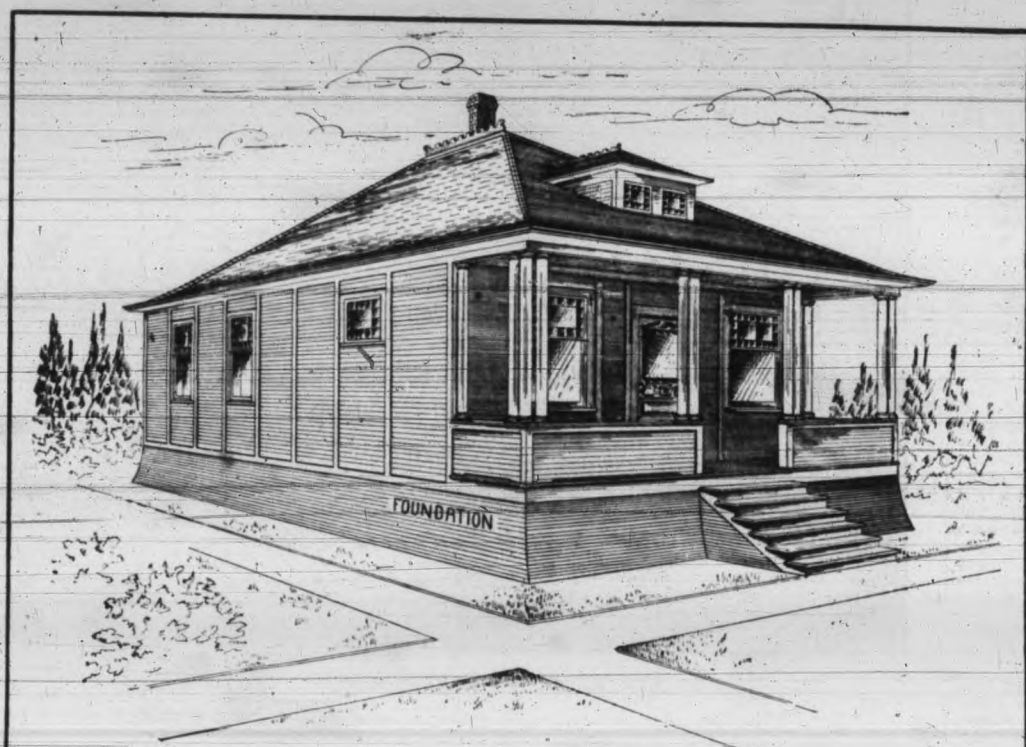


COKE OVENS, CROW'S NEST PASS COAL COMPANY.



# The British Columbia Mills, Timber & Trading Company

Head Office: Vancouver, British Columbia



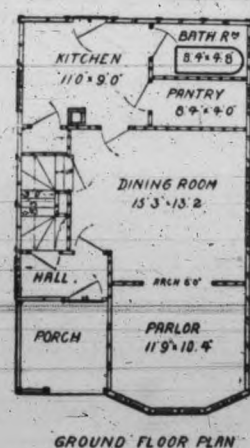
**DESIGN J**  
21.6' x 37.0'  
INCLUDING VERANDA  
BCMT & TC  
VANCOUVER  
B.C.

## DAILY CAPACITY:

500,000 ft. Lumber  
200,000 Shingles  
600 Doors  
100,000 lin. ft. Mouldings  
And Other Products

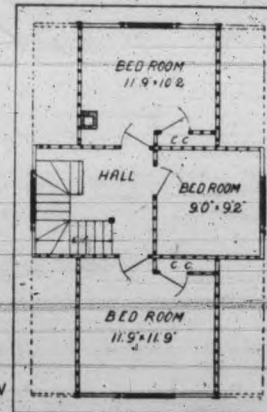
## BRANCHES:

HASTINGS SAW MILL, VANCOUVER  
MOODYVILLE SAW MILL, BURREARD INLET  
ROYAL CITY MILLS, VANCOUVER  
Saw Mills, Planing Mills, Sash and Door Factory and Plant for the  
Manufacture of Ready-Made Houses  
ROYAL CITY MILLS, NEW WESTMINSTER  
Saw Mill, Planing Mill, Shingle Mill, Sash and Door and Box Factory



GROUND FLOOR PLAN

**DESIGN EL**  
20.0' x 33.6'  
INCLUDING BAY WINDOW  
BCMT & TC  
VANCOUVER  
B.C.



SECOND FLOOR PLAN

STEAMERS: Active, Etta White, Comet, Belle, Firefly, Eagle and Dart  
LOGGING CAMPS: Rock Bay (3), Bear River, Salmon River, Granite Point



Grand Forks a Young Giant  
of Southern B. C. - Smelting  
and Commercial Centre

# Portal of the Boundary

Remarkable Growth in Short  
Space of Seven Years - Diver-  
sity of Its Wealth

**G**RAND FORKS, the mining, smelting and commercial centre of the Boundary, is situated in a fertile and picturesque valley at the confluence of the West and North forks of Kettle river. Seven years ago it was a nameless ford on the Donkey trail; to-day it possesses an energetic and enterprising population exceeding 2,500. The growth of the city has been synchronous with the development of the tributary mineral and agricultural resources. Prosperity there has no halt

province, and besides catering to local requirements do a flourishing business with the district towns and adjacent mining camps. There are a great many possibilities for the wholesale trade owing to the growing importance of Grand Forks as a distributing centre. In view of the configuration of the surrounding country, it has been aptly named the "Gateway City."

## Pine Situation.

Situated as it is amidst a natural amphitheatre of mountains, the new corner as well as railway trains, cannot enter

would be complete without mention of the excellent hotel accommodation that exists. The Yale hotel, overlooking the Kettle river, was built and furnished at a cost of \$50,000. A network of roads and trails leading from the various camps converge here.

The Gateway City offers unsurpassed inducements to the settler in search of a farm, the stockman seeking a ranch, the fruit grower in want of an orchard, the prospector in search of mineral wealth, the lumberman, the business man, or the capitalist, whether large or

mining and smelting charges, leaving the copper partially or wholly net profit. There is, of course, some silver produced, but its position is secondary.

## Climate.

The climate is an ideal one, with no extremes of heat or cold. The snowfall in the valley is light. Spring opens early. The summers are pleasant and not excessively hot, the temperature always declining at sundown. The Boundary is famous for its bracing atmosphere, and has been described by Dr. Bryce in his "Climates of Canada," as the ideal national sanatorium.

## Agricultural Resources.

Grand Forks is in the centre of an extensive valley, the extreme width of which (in Canada) is not less than 20 miles, and the average width one mile. In the vicinity of the Gateway City it widens out to about three miles. This represents an area of about 45,000 acres of rich soil consisting principally of a black loam, eighteen inches in depth, over a clay or sandy subsoil. The formation is due to erosion and denudation of the adjacent mountains, the valley-bearing traces of having been the bed of a lake at an early geological epoch. The valley is a paradise for the horticulturist, fruit grower and truck farmer. In recent years the tendency on the part of the pioneer ranchers is to cut up their holdings into 20-acre tracts, which owing to the proximity of an unlimited cash market are in growing demand. About thirty individuals are now engaged in truck farming and are enjoying a share of the prevailing prosperity. Unimproved land sells for about \$50 an acre, and improved land, including young orchards, vary in price from \$100 to \$200 per acre. Chicken raising promises to become a local industry. Production cannot keep pace with local consumption, and at least \$200,000 worth of eggs and poultry are imported by local merchants annually.

Apples, peaches, pears, plums and prunes have attained perfection. The small fruits also thrive, strawberries bearing the first season. The apples grown in the valley on the famous Covert fruit farm of 340 acres, captured the prize at a recent fruit fair at Spokane. Covert's farm is one of the show places of the district. Vegetables also yield prolific crops. Very little acreage is now devoted to cereals.

One of the most interesting and valuable features of the Kettle river valley, is the large and well equipped nursery situated four miles east of Grand Forks, known as "Riverside Nurseries." The proprietor, Martin Barrell, for some years had charge of the government fruit experimental station, of the Niagara district in Ontario. After some 20 years horticultural experience in the East he settled in this valley. Riverside Nurseries contains all the leading varieties of fruit and ornamental trees suitable for the climate of the interior. It is a revelation to the ordinary visitor to see the thousands of maples, lilacs, roses and apple trees and the value of an industry of this kind to the Kootenay and Boundary countries is obvious.

## Railways.

More railways converge in Grand Forks than in any other city or town in British Columbia. It has three roads, the C.P.R., Columbia & Western branch, which was built into the Boundary in 1890, the Great Northern and the Kettle Valley lines, constructed during 1901-02. The Canadian section of the Great Northern is known as the V. V. & E. railway. It is a link in the through line connecting Republic, Wash., and Grand Forks with Spokane and the south, via Kettle River valley. The company also has a spur built to Phoenix, and from Curlew the road to Midway is graded and will be built this summer. It is evidently the intention of the Great Northern to build west from Midway and so on to the coast.

The bill is now before the Ottawa house. The Kettle Valley lines extend from Grand Forks to Republic, the great gold camp on the Colville reservation. It taps a rich mining country at intermediate points. Its general manager is H. W. Warrington, of Grand Forks. The road was built with Canadian capital. It will soon prove an important factor in the development of the tributary American camps whose ores will be transported to Grand Forks for treatment. Republic camp alone has one million tons of siliceous ores in sight. They are of

eight furnaces and three stands of converters. About 2,000 tons of ore are refined daily. The plant to date has treated 1,000,000 tons of ore. The function of the converters is to manufacture blister copper, 98 per cent. pure. This product is then treated in an Eastern refinery, where the gold and silver values are extracted. Matte from other smelters is treated by the Granby company. The motive power of the smelter plant is electricity developed by damming up the north fork a mile above the works. The company has a local pay-

other side of the river three or four miles further north. Eleven miles north on the east bank of the river is the Volcanic and Fantastical group of claims, situated on Volcanic mountain, and justly famed because they possess the largest surface showing in the Boundary district. Acres of iron oxide on the sides of the hill make it a landmark for miles. Below the iron capping the pyritic ore crops out by dikes of limestone and apparently bounded by trap and porphyry walls. The width of the mineral zone averages



GENERAL VIEW OF GRAND FORKS.

ing stages. It is a living dominant fact, many a pioneer must have gazed on the unending mountains and reverently wondered what purpose they were expected to serve in the economy of nature. To be sure some of them are heavily timbered, and it was conceivable that a portion of this wealth might one day be availed of. An occasional reference to the scenery could scarcely be gainsaid, for in this respect it was a colossal picture gallery, with forms and colors laid on by the painter.

"Who dips His brush in earthquake and eclipse." As a diversion it is all right and these valleys and peaks with their shifting shades of light and shadow will always attract those who have a sentiment in their souls for the wonderful revelations on the earth and in the sky that this region affords. The humble and often hun-

the portals of the Boundary without passing through Grand Forks. From an economic standpoint it is a veritable toll-gate. Grand Forks is also famed for its handsome dwellings. It has been designated as a "city of homes." Real estate values are not inflated as the city has never experienced a boom, but on the contrary its growth has been cumulative. Lots vary in price from \$100 to \$5,000, according to location. The city has four saw and planing mills, a foundry and machine shop, opera house, fourteen hotels, bottling works, steam laundry, etc. Banking facilities are exceptionally good. The Royal Bank of Canada, and the Eastern Townships bank have flourishing agencies here. A successful factor in the local financial field is the British America Trust Company, organized by leading citizens. The advertisement of this excellent institu-

small, who seeks investment for his money.

## The Boundary District.

The Boundary country forms the extreme southern part of Yale district. In it are four distinct mineral basins: That around Christina lake on the east, that adjacent to the North Fork of Kettle river, of Boundary creek, and that of the main Kettle river, with Rock creek and other tributaries. The area covers a distance of about 40 miles east and west, and extends about 60 miles northwards. The southern boundary is the international frontier.

The topography of the district, while it offers a considerable diversity, is not very different from that of all the great interior plateaus of British Columbia. Whilst mountainous, its highest points seldom exceed 5,000 feet. Kettle river in the vicinity of Grand Forks being 1,750 feet above sea level. Most of the hills are forested to their very summits with a variety of coniferous trees. The eastern, southern and western slopes are open, and afford a prolific growth of bunch grass, and along the valleys are numerous ranches, especially adapted for diversified farming. There have been numerous finds of ore in all these basins, but a great deal of unexplored territory is still open to the prospector. The ore bodies, famous for their enormous width, carry values in gold, copper and silver. To a large extent, in some properties entirely so, the gold will pay the



FIRST STREET, GRAND FORKS.

low grade and blend well with the sulphide ores of the Boundary.

Shipments of ore to Grand Forks average about 100,000 tons per week with every prospect of a much larger tonnage, as the Granby smelter is being rapidly increased in furnace capacity.

The road to the North Fork is now practically assured, in spite of the fact that no railway legislation was brought down by Premier McBride at the last session of the provincial legislature. The tremendous activity on the North Fork and the immense ore bodies being developed there, particularly the McKinley group of mines, take the railway out of the realm of possibilities and make it a commercial certainty. It is acknowledged that certain capitalists are ready at any moment to build the road for the traffic without any aid from the government. The full details are at the time of writing, not in such shape as to stand publicity, but there is little or no doubt that the road will be built just as soon as it is required, and form still another link in the huge net of railways centering in the gateway of the Boundary, Grand Forks.

## Smelting Industry.

At Grand Forks is located the smelter of the Granby Consolidated Mining, Smelting & Power Company. It is one of the most modern metallurgical plants in existence and is equipped with many novel labor-saving devices. It contains

roll of about \$20,000 per month and employs about 200 men at Grand Forks. The plant is the largest of its kind in the Dominion. The superintendent is A. B. W. Hodges.

## Heart of Great Mining Industry.

The Granby company has done more than any other mining corporation for the development of the mineral resources of the Boundary. The result is due to the foresight and business acumen of its president, S. H. C. Miner, of Granby, Que., and its general manager, Jay P. Graves, of Spokane. They, more than any other individuals, are entitled to credit for the pre-eminence the district now enjoys in the mining world.

The Granby Mines at Phoenix practically constitute a mountain of ore, the deposits averaging from three to five hundred feet in width and have been traced a distance of over one mile. They

cover the main croppings where millions of tons of low grade ore, but undoubtedly ore, are exposed on the surface; besides there are innumerable dykes leading out from the north and south side of the deposit, not included in this area. Picked specimens of ore from the surface gave values of \$82 gold, 9 per cent. copper and 12 oz. silver per ton. About \$30,000 has been spent intermittently in development work. A number of small open cuts not exceeding ten feet in depth were sunk on the iron cap near the summit of the mountain. Development work has been concentrated on a tunnel which taps the hill at a depth of 1,300 feet. The tunnel has a length of 200 feet and it is expected that the mineral zone will be reached shortly. These properties were critically examined and highly spoken of by Wm. Carlyle, ex-manager of the Le-Roi mine and now



ANOTHER VIEW OF GRAND FORKS.

ger-bitten prospector with a pack on his shoulders, a stone-bruise on his heel and rocks in his saddle-bags, is the hero, or at least the walking gentleman of this drama. Grand Forks is one of the emanations of his divinations. To his dauntless and tireless spirit is due the rapid growth of flourishing towns and cities among the secluded mountains of British Columbia.

## Founder of Grand Forks.

John A. Manly was the founder of Grand Forks. He owned the ranch upon a portion of which miles of graded streets are now laid out. Shortly after the discovery of mineral in the district he established a store. From this small nucleus the city has grown to its present size. At the epoch referred to other ranchers had already drifted into the valley and were engaged principally in cattle raising and horse land was yet unopened. Mr. Manly displayed true prescience, and the faith he exhibited in the little hamlet of ten years ago and the district generally, has grown in volume with the lengthening years. His fellow pioneers of those days included R. R. Gilpin, S. R. Almond, E. Spraggett, W. H. Covert, Scott Macrae, Lloyd A. Manly, R. A. Brown and Dr. G. W. Averill. After its incorporation Mr. Manly had the honor of being its first mayor.

## Offers Splendid Advantages.

No town in British Columbia offers superior advantages for business men, real estate investments or as a place of residence. The stage of solidity and permanence has long since been reached. Well stocked wholesale and retail stores are equal to any in the interior of the

tion appears in another column of this edition.

House rents are moderate. They average about \$15.00 per month. Rental of stores vary with size, ranging from \$30 to \$100 per month. Here are located the district court house, custom house and mining recorder's office. The maximum revenue from imports amounted one month to \$184,000.

The city owns its own electric light and water works systems. They are justly the pride of the inhabitants, and for efficiency are not surpassed on the continent. The motive power for both plants is supplied by the Granby company. A fire brigade, equipped with a steam fire engine, reels, ladders, etc., and a police force are maintained. The present incumbent of the civic chair, Mr. Jeffrey Hammer, has carried out a progressive municipal policy since his inauguration.

## An Exceptional Centre.

Grand Forks offers exceptional educational advantages and is becoming the educational centre of Southeastern British Columbia. The city possesses a handsome school building, built of stone and brick, which cost over \$18,000, and a first-class high school in connection, in both of which the manual training system has been inaugurated this present year. Harry Dunnell, the provincial superintendent of manual training, spent nearly two months in the city during the past spring, and put both teachers and high grade scholars through a thorough course of training. The average attendance is over 210.

The city is well provided with churches. No description of the city



SCENE ON KETTLE RIVER, SHOWING GRANBY SMELTER.



VIEW SHOWING ORE BINS.

have also been proven by means of diamond drills, to a depth of 1,500 feet. The underground workings comprise over three miles in extent. About 450 miners are employed and the payroll exceeds \$80,000 per month. The ore in sight is variously estimated at from five to one hundred million tons, and a considerable portion of this reserve is blocked out in acre tracts.

Lack of transportation facilities has retarded the development of the scores of mineral claims along the north fork of Kettle river, which extends northward, a distance of over eighty miles. This region is exclusively tributary to Grand Forks. Sufficient work has been done in various camps to demonstrate that the ore deposits carry higher values than any other section of the Boundary. Shipments of ore by wagon to the Granby smelter have netted values averaging from \$15 to \$25 per ton.

On Observation mountain, immediately overlooking Grand Forks, there are a number of claims, while others are situated within a short distance of the city. The nearest properties of any prominence are on Hardy mountain, three miles distant. Here the Yankee Girl group of three claims has been extensively developed by means of a series of tunnels. The Betts and Hespurs group of mines has been extensively developed by Chicago capital, machinery has been installed and the properties put on a shipping basis.

Along the north fork there is a large number of claims located, for the main part on a mineral belt which runs north-easterly from a point west of the river and about seven miles north of Grand Forks, being found, apparently, on the

manager of the Rio Tinto mine, Spain, W. F. Robertson, the provincial mineralogist, visited the group on two occasions. In his annual report for 1899 he speaks of the Volcanic as "a remarkable showing." The owner is R. A. Brown, an intrepid frontiersman, who in the early days ranged the pathless wilds and mountains while following the occupation of hunter and trapper.

Across the gulch half a mile distant is the Golden Eagle mine. There are three claims in the group. The main workings consist of a 150-foot shaft on the vein, with 200 feet of drifting and cross-cutting. There is an ore body twelve feet wide at the 150-foot level, the returns from shipments to Grand Forks averaging \$23 per ton. This mine is equipped with a boiler, hoist and pump. Other well known properties are the Seattle, Humming Bird, Earthquake, Golden Eagle, Pathfinder and Little Bertha. The Pathfinder has 600 tons of ore on the dump.

The ore bodies of Franklin and Gloucester camps, 40 miles from Grand Forks, are large and promise to be extensively developed with the advent of cheap transportation. The surface showings are described as phenomenal, and at least one hundred locations have been made. The values are in gold, copper and silver. The surface showings can be traced for hundreds of feet. A cross-cut tunnel on the Banner disclosed 24 feet of \$20 ore. A trial shipment of 100 pounds taken from a shaft 14 feet deep, all in ore, situate on this property, 150 feet west of the tunnel, gave a smelter return of \$60 per ton. The mineral zone is twelve miles long and three miles wide.



# Mother Nature Kind to B. C.

How Richly She has Endowed This Province in That Which Is Novel and Delightful.

**S**OMETHING there is in this ultramarine land of British Columbia, by the Pacific, which stirs the faithful fever of strenuous enterprise and enterprising from the blood of man and beast and bestows as compensation a cool and contented with

the is a rarity indeed. The folk grow philosophic; they take on a largeness of mental view, in consequence, perhaps, with their surroundings. Like good Catholics they repeat from very habit their own and their fathers, which may be truly translated as: "What man has?" "Let it pass."

son on terms of intimacy. Man in his gentle red settlements, bird and beast in their native wilderness of dense forest, while distant British Columbia as with

salmon-berries. This is a sort of Brodiaugian, bearded, raspberry, red or yellow, though possessing only a faint trace of the raspberry's delightful flavour or aroma. Indeed, it is, as the Scots say, "seersy," somewhat tasteless and unappealing to the human palate. Like the Hood Sea apple, it is a good deal of a fraud. For its red berries are never glowing in crimson and red nor are the soft greenery of broad, sharply leaves, held out prominently of choice or to tempt which the assay of the palate the voracity to be but a scurvy deception.

the animals that can climb. The British Columbia crab apple, like the British Columbia blackberry, has a flavor all its own. It is very, very good, has a juicy

the prodigious work upon which Nature stores of delicious wild honey in the hollows here. On the crags where there are low trunks of tall trees far within the forest, it is not uncommon to find the white woods, and upon a black bear-leaved tree, the white, thin, repairs as it by instinct



CURATOR KERMODE, PROVINCIAL MUSEUM.

life's lot. After a little while the immigrants who come across the divide from Canada—they still speak here of the fact beyond the Rockies as Canada—and further off, less their fiery zeal in upward doing, even as the restlessness of lions and leopards is subdued and sinks to dreamy contentment and amorous

thing called, in older communities, poverty, has no real existence. Famine was



a garment of green from the Pacific surfs to the mountains that look out like sentinels over the plains of Alberta, all have enough to eat and to spare. The golden eagle that floats in the azure ether, a thousand feet above the Cascade glaciers; the squirrel that barks in the red pine alleys; the beaver that culls in streams where the whistle of



the locomotive and the mail-train stream of factories can be heard on still days; the bear that marmals in self-converse as he swings through the woodland arched, or threads the boulder-strewn mountain side, even the little birds are

Throughout May, June and July every salmon-berries bush droops low under its burden of shapely berries, and the tenants of the woods fever to rip them.

Then come the wild plums and the nuts in many varieties. Master Squirrel, nimble Adjudant, then knows little rest from his self-imposed labors. From the earliest streaking of dawn, until "fades the shimmering landscape on the sight," he works like a jack-o'-lantern.



ant subacid and peculiarly piquant tang. The bear is very fond of this fruit, and carries it home upon it, and he must find

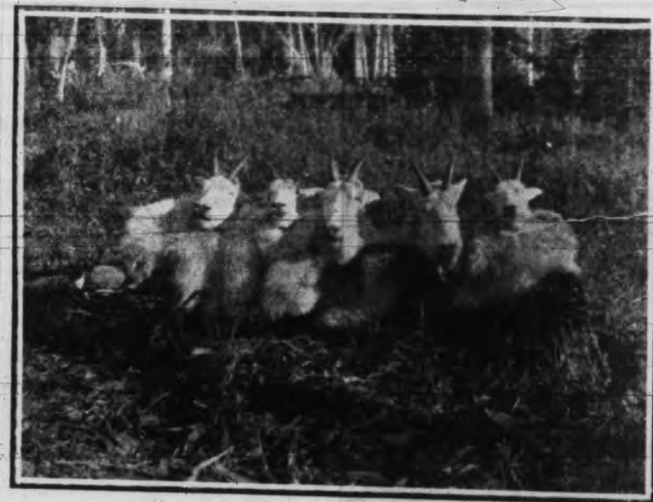
over the bank scooping in with his huge plantigrade paw masses of the struggling humpbacks as they try to crowd their way up stream. He will then contentedly munch his fill of the delectable humpbacks—they are said for human food and some back again for others. For a while, and highly-prized, you can hear the most recent of the most recent of the virtues of honey as a whole article of diet. Thus have been secured some of the most remarkable stores of wild honey ever found in the woods of the lower Mainland of British Columbia.

Even the imported English sparrow, who comes here a spare, little athlete, overbearing, aggressive and full of activity, soon becomes as plump as the overbearing goldfinch grown round and obese on caliche and caliche. He loses all his pastime pugnacity to a degree that scarcely allows him to look on unperturbed and seemingly indifferent to the sharing of his goods by other birds.

The British Columbia wolf, too, differs



putting under the subtle influence of violet clouds. It is a land of afternoon and of such sunsets as little Harold spectroscopied; a land where the astringent soprano, strain as she will, seldom attains the accustomed alar; where the throaty, and chesty, and duty contrast is queen of song; and where the people's voices are sonorous deepens, deep and mellow, while fal-



never known here; seldom even scarcity of things which serve to keep body and

stock and plump and well nourished the year through. "Nature red in tooth and claw" is not quite so much the butcher here that she is elsewhere; his has a mitigate observance of her mysterious law that she gives.

Some may seek the reason for this pleasant condition in the soft Indian airs which come up from their home in the South Pacific in the guise of the chinook wind, never absent at any season from this climate, due, no doubt, to the warm Japan current spending its genial force along the lacework coast of British Columbia, and of Vancouver Island, thus ensuring those sempervirent glades and these forests of vast trees



perpetual moisture and protection from extremes of heat and cold.

Rovers from the Eastern woods may find in the British Columbia forests a rich store of the novel and delightful. Nature has provided with marvelous prodigality for the wants of her children; her resources overflow, with sumptuous fare. Spring has hardly dried the herewithal's bound radiance before the berries burst forth in their lavish abundance and infinite variety. The huckleberry (saskatoon), scarlet and purple and luscious; the salal, peculiar to this Coast, and prime favourite of bird and beast; the Oregon grape, a little later; the huckleberry of exquisite flavour; strawberries, small but savoury; wild cherries, currants and gooseberries. Bonche head and snap under the weight of the fruit, so amazing is the profusion.

But chief amongst them all in the estimation of bear, squirrel, chipmunk, woodchuck, raccoon, mink and all the smaller deer of the woodland world, and also with the feathered epicures, is the

stores at his father's bidding, against the "nipping and the eager ails" of January and February. Noody in this province shoots or kills the squirrel; he enjoys the protection of the powers, except, perhaps, the fellows who would murder their own dog if nothing else were nigh to provide them with the desired spectacle of bloody death scenes. In a land where the elk travel in lux, leisurely fashion, in bands of three and forty; where the black, the cinnamon, and that "devil of the gulches," the silvertip bear; the big game and the mountain goat are to be found at for an hour's stroll, up the range, no sportsman reveals the squirrel as other than a friend. Were the little chap the only living thing within a hundred miles he could still with perfect impunity lunch off the crumbs on the sportsman's boots, as he has often done.

In the case of the writer, the tameness, may I say "clannishness" of those tiny woodlanders entices the stranger. Preserve silence, keep very still, and they will carry their investigations for themselves, as incorrigible detectives, to the point of ascending unto the bandolier, scrambling up that and peering on the soubder. But the quiver of a muscle, and—whisk. Adjudant is yonder on the topmost twig swearing and scolding heartily.

Later in the year come the crab apples in amazing abundance, the chosen pabulum of the grouse, partridge and other game birds, as well as of nearly all

it, surely, much more appetizing than the monotonous, if supple, skunk cabbage, with the garlicky flowers of which the dank forest is every day in the undergrowth and yellowing autumn. All the year through.

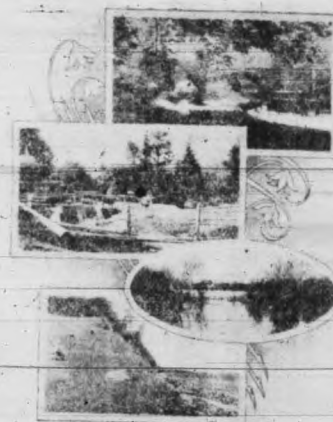
Besides all these vegetable delicacies—and I should not forget to mention the innumerable varieties of earth nuts and roots and edible herbs, and the luxuriant grass crops on which the deer find their pasturage from January to December—there is the insect world, a very potent folk in this province, where the mosquito, in its larva, proportions, especially as to bill. We have a wonderful variety of birds here, which, of course, subsist principally upon the insects, grubs and worms with which the baby air and the forest soil abound.

Neither should there be omitted an enumeration of the comestibles provided by Nature for her numerous progeny, the fish course, a very important item in the bill of fare. At least, it is so in the mind of the fisherman, the milk, the otter and the seal (with which latter amphibian British



Columbia's waters, creeks, bays, rivers and tidal waters teem, do to make up for the loss of the fish course? Only those who have witnessed a drive of humpback salmon, proceeding a small stream in British Columbia, or who have seen a good coon (coon fish) run, say on the Fraser, can form any idea of

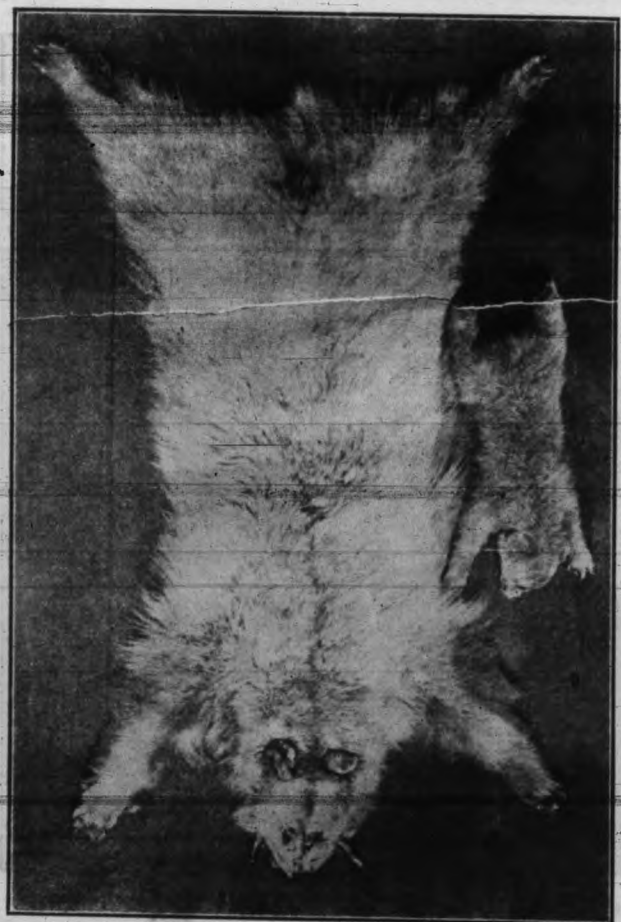
the animals that can climb. The British Columbia crab apple, like the British Columbia blackberry, has a flavor all its own. It is very, very good, has a juicy



from his Eastern Canada's tongue in that he is always found to be well contented, fully padded with adipose, his body and quarters luscious and flexible, and that the surgeon's lancet turns aside in question as has happened often in the case of Eastern old wolves. Indeed, the answers little to the poetic or dramatic description, except as in character.

Death smiles inevitably at all living creatures here, as elsewhere, but in the fall of the year, and a famine of starvation has not at all when the returns are made, the British Columbia.

T. L. GRAHAM.



SKIN OF NEWLY DISCOVERED WHITE BEAR.





# An Immense Copper Producer

Is the Granby Consolidated  
Smelting and Power Co., Ltd.  
- Its Smelter at Grand Forks  
and Rich Mines at Phoenix.

**T**HE Granby Consolidated Mining, Smelting and Power Co., Ltd., is the largest producer of copper in Canada. That this is a fact may be seen by a reference to official figures of production for the year 1901. The company's production of the Dominion last year totalled about 43,000,000 pounds, of which total British Columbia produced 35,700,000 pounds. The Granby Co.'s production was about half of that of the province, and more than two-fifths of that of the whole of Canada, with gold and silver besides to the value of about \$1,250,000, the total value of the company's mineral production for the year having been, at New York prices, between \$3,000,000 and \$3,500,000.

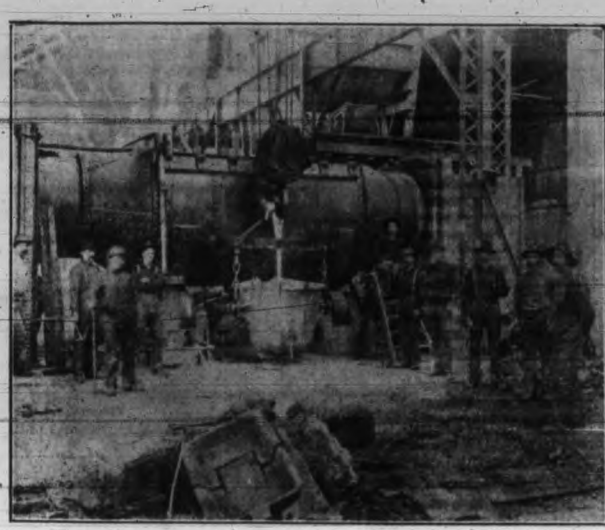
The company, which is a consolidation of four smaller companies, owns a large group of valuable mineral claims at Phoenix, in the Boundary district, including mines containing enormous bodies of copper, gold and silver. Mr. John Stanton, of New York, who has been designated "the Father of the Copper Industry," after having visited these mines, was reported in the public press to have said: "The Granby ore body is the largest sulphide ore deposit I have ever examined."

The Granby Co.'s property. One shaft is down 400 feet, while the diamond drill has proved the ore to continue down to at least 1,000 feet in depth. It is a great fact that there are acres of ore in these mines. The system of ore-quarrying followed constitutes one of the most remarkable features of mining to be seen in the province, and the output capacity of the mines, from the big open quarries and the extensive underground shipping bins, with present development and equipment, is easily equal to 2,000 to 3,000 tons per day, while a much larger production can without difficulty be provided for whenever it shall be required. The shipment of ore commenced in July, 1900, since which shipments have aggregated about 1,800,000 tons.

The power plant at Phoenix includes two Canadian Road 1901 Co.'s compound duplex air compressors, having a total capacity equal to operating 250,000 cubic feet of air. These are driven by a 700-horse-power electric motor, which is connected in the engine by a large crank. Large rock crushers, capacity of each being 150 tons of rock per hour, driven by 100-horse-power electric motors, crush the ore before shipment to the smelter. Steam shovels load the ore into cars, which are hauled from the workings to the bins by locomotives. Other equipment throughout the mines is in keeping, the general policy of the management being to make provision for a steady increase in ore production until a daily output of at least 5,000 tons of ore shall be regularly maintained. Meanwhile the treatment capacity of the company's smelting works, situated near Grand Forks, 20 miles distant by rail from the mines, is being augmented, the intention being to eventually make it equal to that large tonnage. Mines and smelter are connected by two railways, the Canadian Pacific and Great Northern companies both having branch lines over which ore is hauled from the mine to the smelter.

The construction of the company's smelting works was commenced in July, 1899, under the direction of Mr. A. B. W. Hodges, the present general superintendent, who has been actively connect-

ed with this important enterprise from its beginning. Twelve months later the first shipment of ore was received from the company's mines. The smelter sampling mill was started on August 1st, and eight days later the first furnace was blown in. Two months afterwards the second furnace was put in blast. These two furnaces constituted the first installation at these works. In February and March, 1902, two more were blown in, and in November, 1902, the number in operation was increased to six. These furnaces are double-deck of steel water-jacketed stacks, 44 by 100 inches at the tuyeres, and are set 30 feet apart, centre to centre. They have an aggregate "treatment" capacity of about 2,400 tons of copper ore. The blast is supplied by 12 compressors, blowers and fans, furnished and operated by Westinghouse induction motors. The gas from the furnaces pass off through a series of ducts connected with the main flue, and a leading to the smelter's 11, by 11 feet inside measurement, 4 1/2 feet 6 inches high. These ducts are furnished with much larger openings than those now in operation, and will add



CONVERTER ROOM, GRANBY SMELTER.

main part. The plant includes two stands of converters, of the horizontal barrel type, these having a capacity of 70 to 100 tons of copper matte daily, which would be about the quantity of copper matte in 12 to 14 furnaces of the class in general use in the district would be able to supply. Under the converters are mould carriers, operated by a hydraulic ram. The converter shells are each 72 inches in diameter by 100 inches in length. Other equipment includes a 40-ton electric travelling crane, 40-foot span, for handling the ladles of molten matte and the converter shells; and a quartz crushing mill, which is used for preparing material for lining the shells.

A 10-ton electric crane, 24-foot span, conveys the ladles of molten matte from the furnaces to the converter building, where the large crane transfers it to the converters, which are filled by hydraulic power. The hydraulic pump, which supplies pressure to operate various machines in the converter building, and the engine for blowing the converters, are in a separate building. The engine is belt-connected to a 200-horse-power electric motor; it is of the power type, with cylinder 36 by 36

inches, and has an unloading device specially built for the Granby Co.

The converter plant is being enlarged by the addition of an Atlas Chalmers' duplex electrically-driven blowing engine, having a capacity of 6,000 cubic feet of air per minute and operated by a Westinghouse 300-horse-power induction motor.

A briquetting machine makes all fine dust and other fine material into briquettes for resmelting. The machine is of the straight plunger type, and the briquettes it turns out are taken direct to the furnaces.

There are two separate sampling plants, each having a large gyratory crusher, rolls, automatic samplers, etc. The total daily capacity of these plants is 2,400 tons. These are receiving bins, provide storage room for about 15,000 tons of ore. The bulk of the ore treated here comes from the company's mines, but custom ore is received as well, and is coming from Boundary and Rosland mines, and from Republic camp, in the state of Washington.

The laboratory and assay department is equipped with modern apparatus and appliances for all analysing and assay-

ing work, and a thoroughly efficient staff is constantly employed.

The buildings are extensive and substantial. The furnace and converter houses are large steel-framed, fireproof structures covered with iron. Other buildings about the works proper are similarly well adapted to their particular uses. The offices, residences of officials, laboratory, etc., are of brick. Altogether the establishment has an appearance of permanence, and its equipment throughout is as modern and complete as it has been practicable to make it.

The water power developed on the North Fork of Kettle river is about 1,100 horse-power under an actual head of 45 feet. The dam across the North Fork is 175 feet at the top and 75 feet from heel to toe on its bottom. It is built of 12 by 12-inch sawn timbers filled with rock and gravel. The dam is 12 by 9 feet, and about a mile in length. The power house, as originally planned, was 100 feet long by 30 feet wide, with all the batteries set in line on one long concrete foundation. It is situated within 1,000 feet of the smelter buildings and at an elevation about 100 feet lower. The power by which most of

Mr. A. B. W. Hodges, who designed and constructed these smelting works, has been connected with the metallurgical industry since 1880. His first important position was that of assistant superintendent of the works of the Philadelphia Smelting & Refining Co., at Pueblo, Colorado, U. S. A. From there he went to Socorro, New Mexico, to take the management of the Rio Grande Smelting Works, belonging to the National Lead Co. Later he became superintendent for the Compania Metallurgica Mexicana, at San Luis Potosi, Mexico. Subsequently he accepted the management of the St. Louis Smelting & Refining Works, at St. Louis, Mo., owned by the National Lead Co., and later he was promoted to the management of that company's manufacturing department in New York. In addition to this varied experience, he has done much valuable mining and metallurgical work, including important improvements he has introduced into the Granby Co.'s works.

The organization of the Granby Co. was mainly the result of the persistent efforts of Mr. Jay P. Graves, its general manager, who, ten years ago, became largely interested in the Old Ironsides and Knob Hill claims, which were the



A. B. HODGES, SUPERINTENDENT GRANBY SMELTER.

the machinery in operation at the works is driven is created by four double 10-inch turbine water wheels connected with the flume by steel intake pipes 4 feet 7 inches in diameter. Each wheel is directly connected with a rotating armature, alternating current generator. Another wheel is belted to two triple pumps, each with a daily capacity of about 750,000 gallons, to supply water for the furnace water jackets, slag granulation, etc. The power generated here is supplemented when required by 1,000 h. p. obtained from the Cascade Water, Power & Light Co., having its generating station on Kettle river, about 14 miles below Grand Forks. A double circuit, 2-phase, transmission line branches off from the main line between Cascade and Phoenix and connects with the brick sub-station at the smelter, where the voltage is reduced from 20,000 to 500 volts. The electrical equipment in this sub-station includes one set of 1,000 h. p. Canadian General Electric air-cooled, step-down transformers, with motor and Buffalo-blower, one set of 800 h. p. Westinghouse oil-cooled transformers, switch-board, lightning arresters, static interrupters, and the customary other apparatus.

nucleus of the big group now owned by the company. For years the development of the mines was under the direction of Mr. Wm. Yolen Williams, who last year retired from having charge of a property which he had transformed from a mere prospect into one of the big mines of North America. The control of the company is now chiefly in the hands of United States capitalists, yet Mr. Graves retains a large stock interest and continues as general manager.

The following are the directors of the Granby Co.: George M. Baker, Jacob Langloeth, Geo. M. Luther, Wm. H. Nichols and John Stanton, of New York; Geo. C. Clark, H. L. Higginson and Arthur C. Jones, of Boston; Jay P. Graves and A. L. White, of Spokane; and W. H. Robinson, of Granby, Quebec. The officials of the company are: Jacob Langloeth, president; Jay P. Graves, vice-president and general manager; G. W. Wooster, Grand Forks, B. C., treasurer; Northrup Fowler, New York, secretary; A. B. W. Hodges, Grand Forks, B. C., general superintendent; and O. E. Smith, jr., Phoenix, B. C., mine superintendent, and W. S. Williams, smelter superintendent.



GRANBY MINES, PHOENIX.

GRANBY SMELTER, GRAND FORKS, B. C.

ed, and my mining experience has extended to every variety of copper ore. It is analogous to the famous Rio Tinto, of Spain. The Granby ore is lower in copper, but it carries larger values in gold and silver. It is larger than the famous Tennessee deposit. Hitherto sulphide ore bodies from 40 to 80 feet wide have been considered large, but this one at Phoenix eclipses anything else I ever inspected. I don't know of its equal on the continent. The millions of tons of ore in sight, and the vast stores proved a veritable revelation to me. I believe the Granby Co. can operate at a profit, no matter to what figure copper may fall. With the advantages of gold and silver in its ore, it can produce copper at a price that would not less favored mine, off of business. The removal of the surface drift has exposed ore for a width of about 200 feet, and workings have been opened along its length, which is known to be at least 3,000 feet within the limits of

the ore. The ore is shipped to the smelter. Steam shovels load the ore into cars, which are hauled from the workings to the bins by locomotives. Other equipment throughout the mines is in keeping, the general policy of the management being to make provision for a steady increase in ore production until a daily output of at least 5,000 tons of ore shall be regularly maintained. Meanwhile the treatment capacity of the company's smelting works, situated near Grand Forks, 20 miles distant by rail from the mines, is being augmented, the intention being to eventually make it equal to that large tonnage. Mines and smelter are connected by two railways, the Canadian Pacific and Great Northern companies both having branch lines over which ore is hauled from the mine to the smelter.

crush the ore before shipment to the smelter. Steam shovels load the ore into cars, which are hauled from the workings to the bins by locomotives. Other equipment throughout the mines is in keeping, the general policy of the management being to make provision for a steady increase in ore production until a daily output of at least 5,000 tons of ore shall be regularly maintained. Meanwhile the treatment capacity of the company's smelting works, situated near Grand Forks, 20 miles distant by rail from the mines, is being augmented, the intention being to eventually make it equal to that large tonnage. Mines and smelter are connected by two railways, the Canadian Pacific and Great Northern companies both having branch lines over which ore is hauled from the mine to the smelter.

When the slag was granulated water was pumped from the power house for the purpose, but now it is dumped hot, small steam locomotives hauling 6-ton side-dumping slag cars from the furnaces to the dump.

A recent addition to the labor-saving appliances in use at these works was the substitution of electrically operated barrow loaders for the hand-feeding and dumping of material into the converters. The latest improvement effects a large saving in cost of labor, and that too, without any loss in smelting results obtained.

Reconstruction operations were completed on January 15th, 1902, the conversion of the matter into blister copper reducing flight to the refinery by nearly 50 per cent. The converter building is on the same level as the furnace house. It is a steel fire-proof structure, 100 by 68 feet and 45 feet high in the

## BIG PORTLAND CEMENT INDUSTRY

**A**DVANTAGEOUSLY situated on Tod Inlet, a horse-shoe shaped branch of the placidly beautiful, Foul Bay, about 15 miles from Vancouver, is a new, modern, and complete cement works, the enterprise of the Vancouver Portland Cement Company, which has all the requisites for a prosperous future. This concern, which began the production of cement in the last week of March, is one of the most recent of industrial enterprises in this province, with the richest sources of financial resources behind it. The company has an authorized capital of \$500,000, and the officials are gentlemen well known in Canadian commercial circles. The president is E. R. Wood, of Toronto; vice-president, J. K. Murphy; and G. G. S. Lindsay, managing director. R. P. Rutherford, is secretary.

The establishment at Tod Inlet represents an investment approximating a quarter of a million dollars, but an investment will convey more adequately than words the extent of its extent. Its advent marks a new era in the development of activity that has, since 1858, been almost exclusively confined to the coast. The first acquired by the company for its operations covers between 400 and 500 acres, while the actual space occupied by the buildings is, roughly speaking, about 200 feet.

Taking first the raw materials, clay and limestone, the presence of which justifies the venture. The officials of the company are satisfied that there is an unlimited supply available. An analysis has shown that they are specially adapted for the production of a high character Portland cement, expert examination having disclosed the following properties:

Loss, 3.75%  
Magnesia, trace.  
Sulphur, .20  
Manganese and organic matter, .55  
Alkali, trace.

Specific gravity, 1.20  
Strength, 40  
Compressive strength, 98.10  
Magnesia, trace.  
Sulphuric acid, trace.

These materials are found within a short throw of the works, and lying alongside are another, which enables them to be handled by the same conveyance, a narrow gauge track being laid from this point to the scene of treatment. The track is on a grade, another advantage, because the materials can be conveyed to the buildings by gravity.

Actual construction began in June last year, and was pushed expeditiously along carefully designed plans. A large number of hands were continuously employed, and the fact that everything was ready for the manufacture of cement in the spring this year affords proof of the industry of those engaged in the building operations. The structures are substantial and fireproof, the walls being of stone and concrete, varying from ten to twenty feet high, while the roof is what is known as a flat roof.

The principal operations in the manufacture of cement at these works are carried on under practically one roof. There are several compartments, containing the crushing and drying, the rotary kiln and ball mill sections, the pneumatic converter, between the various boxes conveying material, and a large number of other necessary. The manufacture of cement strikes the layman as being a very intricate process, representing a variety of phases that few realize.

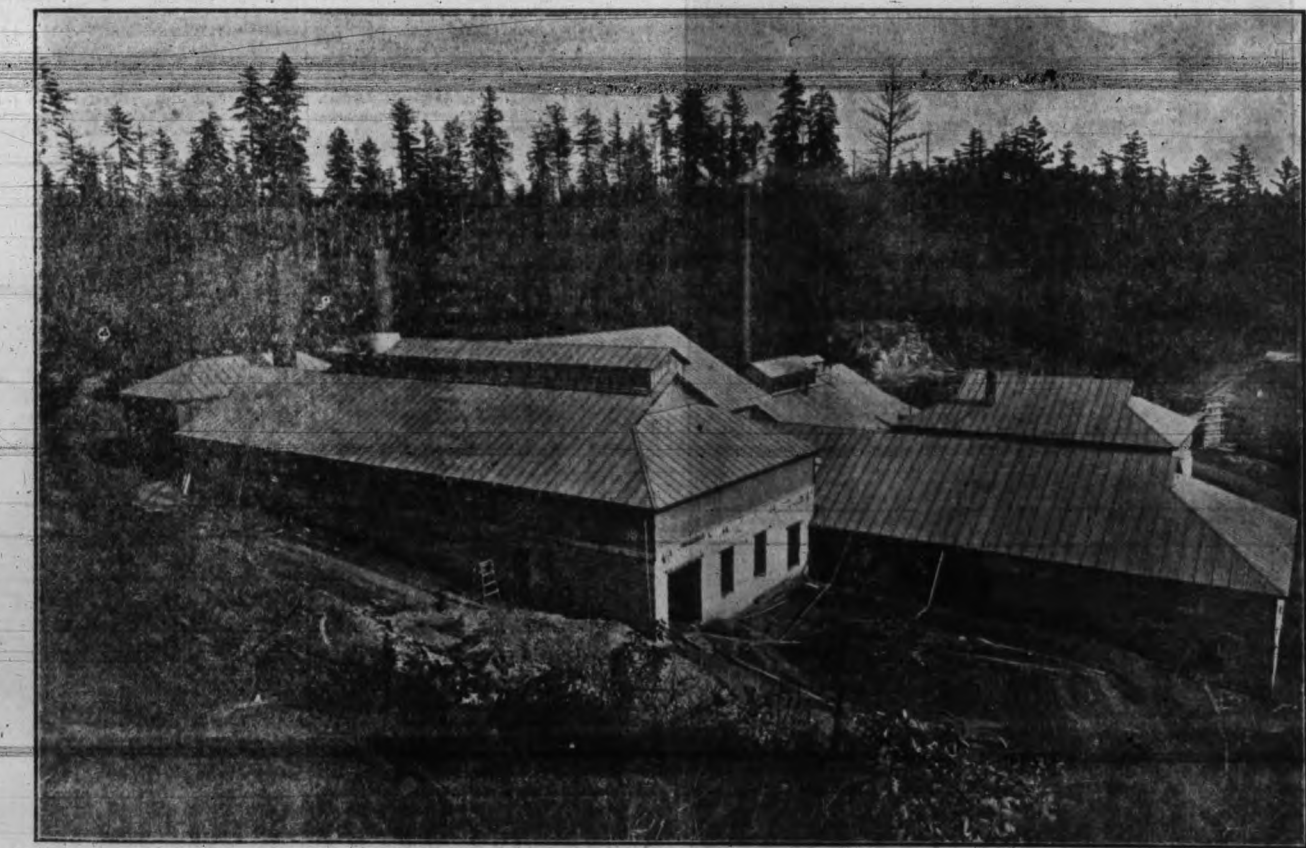
A few dimensions will be of interest. The compartment in which the crushing, drying and burning take place is the largest of the group. It is about 170 feet long by 60 feet in width, a spacious building in itself. The mill room, which is not partitioned from the other,

is 80 feet long by 75 feet wide. The storage room is 128 feet by 60 feet, and the coal storage, grinding and drying building, is 80 feet by 72 feet. As to the big machinery, the rotary drier is 40 feet long and 7 feet in diameter, while the rotary kiln, in which the material is burned, is 50 feet in length and 7 feet in diameter. There are three smoke stacks, one 85 feet and two 60 feet high, on 20-foot bases.

In addition to these buildings there are a number of auxiliary structures, including the laboratory, the headquarters of the company, a line shop. Then there are several houses, including residences for the foreman, Wm. Loser, and other employees at the works, as well as workmen's boarding houses. A fine road has been constructed from the works for a considerable distance along the inlet, which as time goes by will be the main artery for a number of branches.

The motive power at present is steam, although before long electricity will be employed. With this object in view a water race at Sooke has been secured. The whole establishment has been most expeditiously laid out. At the rear 200 or 300 feet is the raw material in its natural state. It enters the crushing room and passes through the various intermediate stages, until it becomes cement, and is stacked in the storage building in front and facing the harbor. From this there run three parallel lines of tracks to the wharf, which juts into the water about 450 feet, a short distance from the shore.

Ship building facilities are among the most valuable, the depth of which, by a few fathoms and a low tide, four feet, is well adapted to shipping. At the very doors large vessels can take on their cargoes of cement for transportation to the various markets. Two miles and a half at the rear is the Victoria-Sidney railway line, by means of which the product can reach either Victoria or points on the Mainland. The present capacity of the establishment is



THE VANCOUVER PORTLAND CEMENT WORKS, TOD INLET.

300 barrels a day, which will be increased when the market justifies an expansion. The cement is pronounced by experts to be equal to the very best for all purposes, and is bound to command a large share of patronage.

Although this enterprise is of considerable magnitude, as will be seen from the foregoing, the officials in charge have conducted their work without any ostentation. They have been content to wait until their product, in challenging competition on the market, spoke for itself. There is no question that cement manufactured at Tod Creek will find ready use.

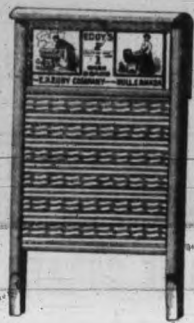
petition on the market, spoke for itself. There is no question that cement manufactured at Tod Creek will find ready use.

Alumina and iron, 27.5.



# E. B. EDDY & CO, Hull, Canada

The Largest Manufacturers of Book, News and Wrapping Paper and Paper Bags on the Continent.



2 in 1. 8 in 1.  
These are the  
**NEWEST and BEST**  
—in—  
**WASHBOARDS**

An examination of the crimping of the zinc will convince you that in using these Wash Boards the VERY BEST RESULTS can be obtained with the least possible labor.



CATCH ON **WHY** buy wooden buckets and tubs when you can get

**E. B. EDDY'S FIBREWARE**

articles which last so Much Longer for proportionately Less Money. Can be had in

TUBS, PAILS, WASH BASINS, Etc.



"LIGHT UP" WITH AN

**EDDY MATCH**

SULPHUR BRANDS:

"Telegraph"

"Telephone"



No others so QUICK, SAFE and SURE

PARLOR BRANDS:

"King Edward"

"Headlight"

"Eagle"

"Victoria"

"Little Cornet"

A New Match **E. B. Eddy's 'Silent' Parlor**

Noiseless  
Head Won't Fly Off  
Lights on Any Surface



Ask Your Grocer For a Box

For Sale by All First-Class Dealers Everywhere  
**JAS. MITCHELL, Victoria and Vancouver**  
AGENTS FOR B. C.

## ENGRAVING

CATALOGUE WORK

BANK CHECKS  
LABELS  
LETTERHEADS  
BUSINESS CARDS  
COLOR WORK



OFFICE STATIONERY

BLOTTERS  
CALENDARS  
BUILDINGS  
MACHINERY  
FASHION PLATES



**BRITISH COLUMBIA ENGRAVING CO. VICTORIA B. C.**

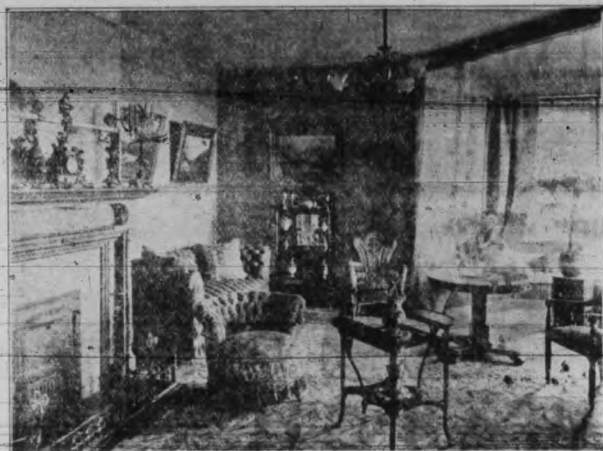


# WEILER BROS.

## House, Hotel, Club Furnishers

# VICTORIA, B. C.

The facilities of our store are most ample and complete, either for supplying individual furnishings or the taking of the entire work of your hands. We are prepared to talk over plans with you and give complete estimates for all sorts of furnishings, from the carpets, wall-paper and furniture, to the china, linens and silverware. For those who are planning a new home, a careful study of our large and handsomely illustrated catalogue will aid materially in computing the cost and in the selection. Send for a copy. It is free.



A DAINTY DRAWING ROOM

It is not an easy proposition to successfully plan a pretty Drawing Room. It is often the most difficult room in the house to lay out, but we excel in this department. It is our business, we know it from A to Z, and what is most important, we carry a stock that enables us to follow out any scheme, any method, any color tone, so that the result is harmonious, and pleasing to the most exacting taste.

### THE DRAWING ROOM

Offers a fine scope for the expression of artistic conceptions of what a Reception Room should really be. It should breathe a warm welcome, its cosy furnishings an invitation to your visitors to rest at home.

Perhaps the most prominent feature in dainty drawingrooms of to-day is the profusion of artistically designed Rattan Furniture, this lends itself to appropriate upholstery and is beautifully fitted by rich coverings, which find relief in their delicate foundation.

The soft shadings and velvet pile of a good Axminster Carpet cannot be excelled for a floor covering. The general tone of the room will of course be pale, and if the draperies are of Silk the effect will be considerably enhanced. Window Curtains of Nottingham or Swiss Lace, a Window Seat of generous proportions, a Cosy Corner and Lounge, all upholstered en suite. These, with a few pieces of dainty Oak or Mahogany Furniture, Cabinets, Tea Tables, Music Stands, etc., complete a dignified yet dainty apartment.



### THE BEDROOM

A cunning collaboration of bright, simple furnishings produce the most charming effects in a cheery bedroom. No lavish display here—everything should be quiet and restful.

With the Wall Paper for a base, we can decide on our floor covering. An Art Square of conventional design? Dainty Enamelled-Iron Bed in white, cream, or in the prevailing color tone of the room.

Just a few well selected Pictures, Curtains of Bobbinet or Swiss Muslin (Chairs or Dinah) can be used with delightful effect; a cosy Window Seat with hinged cover and upholstered in harmonious comfort; a simple, sturdy, covered, round, portable bed of three simple chairs, and perhaps an inviting Arm Chair or Rocker, a tall Chiffonier in rich grained oak, a low Dresser of graceful design and a Wash Stand or Sonnet to match—and our scheme is complete.

The necessary China, Nicnacs, and Toilet Articles that every woman must have may be found in great variety in their respective sections. We have them all.



BROAD STREET WAREROOMS

Wherein are stored the immense reserves of Furniture, Linoleums, Mattings and Mattresses, Go-Carts, Silverware and Crockery of all kinds, of which we carry only samples in our Show Rooms.

Carried over and over various merchandise have been stowed away in this building during the past month.

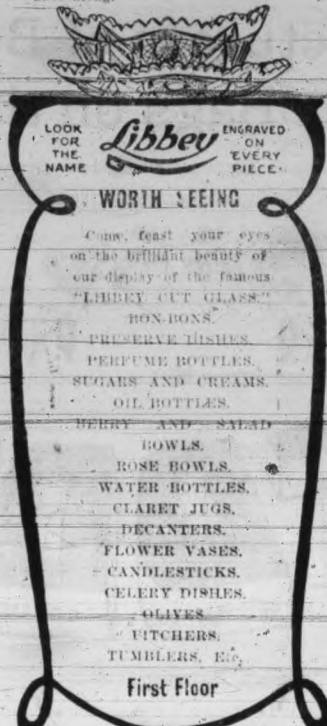
It is the capacity for buying in large quantities that enables us to place before our customers reliable goods at the lowest prices consistent with quality.

Furniture  
Carpets  
Linoleums  
Draperies  
Linens  
Wallpaper  
Go-Carts



### An Introduction

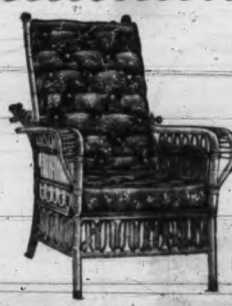
If you do not know us, this advertisement will introduce us. If you do, it will help the acquaintance along.



### TOURISTS

We extend a hearty invitation to all to visit our store and inspect the exhibits. The beauty and exclusiveness of the showing is far in excess of anything heretofore attempted, and inspires the greatest admiration.

Crockery  
Glassware  
Silverware  
Cut Glass  
Art Ware  
Cutlery  
Pictures



A REAL COSY HOME CORNER

Interior Fittings are a specialty with us. If you are contemplating changes or additions to your home, it will be to your advantage to consult with us. We can help you in making appropriate selections for carrying out any work of this character. Our large experience is at your disposal, and we guarantee satisfaction. We have speeded purely on our merits, our methods, and the quality and reasonable prices of our goods.

### THE DINING ROOM

Perhaps the room most used and appreciated in every home is the Dining Room—here all meet in social intercourse and comfort, and the surroundings should bring contentment and satisfaction. Softly shaded Burnings or Ingrain Papers are most affected for wall treatment—these make an excellent setting for pictures or plaques. An Oriental Rug or a Floor Covering of Wilton or Brussels will be found most appropriate and serviceable. The Furniture Fashions are now centered on Quarter Cut Oak, its rich, bold grainings is very handsome and commands itself to the popular taste.

Many people prefer Mission Furniture in Weathered or Flemish Finishes. The massive, solid oak frames of simple design appeal to their critical taste.

Draperies of Velours or Tapestry are in order; Plate Racks adorned with suitable Plaques give a striking effect. The Glass, Silverware, Cutlery, Tableware and Linens are shown in their several departments; the selection of these holds a fascination for the home loving housekeeper.



### HALL, DEN, LIBRARY

The true use of the Hall is that of a Reception Room, and the furnishings should suggest the comfort and welcome of the inner apartments. The Den or Library being primarily men's rooms are an easy proposition.

A man first of all wants comfort—without any frills—his surroundings, when he is indulging in relaxation of mind and body, must savor strongly of substantiality.

The clothing of these three sections of our home may be almost identical. The old Spanish Monks built furniture to suit their own ideas of comfort and durability, and these serve as models for present day taste in Den Furnishings.

For the Den or Library, the furnishings should be soft as possible. If the furnishings are in oak, Macy Sectional Bookcases will be found a very great convenience.

A scheme introducing Oriental effects for either of these rooms is at once appropriate and pleasing. Rugs are easily removed for cleaning, and thus are preferable to an all-over Carpet.

## Our Showrooms--Five Floors and Basement

Containing an exhibit which is everywhere conceded to be one of the "Finest in Canada."

### Our China Showrooms

Are a revelation of beauty. The golden thought in the selection of wares for this section has been exclusiveness. We aim to have something different, our designs and decorations are refined and artistic, and of prices distinctly low for goods of quality.



### Cutlery--Silverware

Departments are kept up to the top notch of reliability and breadth of choice. In the Sheffield Section, Joseph Rodgers & Sons' productions are paramount, although we offer a wide selection in cheaper lines. In Silverware, Rogers' celebrated 1847 goods have pre-eminence.

### BRETRY WARE--CARVED BAMBOO



### To Dealers

We do an extensive wholesale business, but we want more. Traders, realize that our store is worthy of their confidence.

Our fair dealings and liberal discounts have won for us a large connection, and if you are not already a customer we would like to hear from you.

It will be to your advantage to communicate with us. We pack and ship all goods free of charge.

### Mail Order

Department is in charge of experienced hands, ready at all times to give your slightest request prompt and careful attention. Out of town patrons will do well to get a copy of our catalogue, 230 pages of interesting information about Home Furnishing, full of suggestions for the complete fitting up of cottage or mansion. Send for it today. It's free and costs you but a post card. It will pay you to deal with us.



HUMBOLDT STREET FACTORY

With the aid of experienced craftsmen and modern machinery, we have turned out some of the finest work in the Province from this Factory. We are specialists in the fitting up of churches, stores, banks, saloons, etc. We manufacture here Furniture of all descriptions, and can reproduce any style, modern or antique, to special designs—architects' drawings or your own sketches. We are pleased at all times to furnish estimates and give suggestions free of cost.